

(C 1855-1955)

9

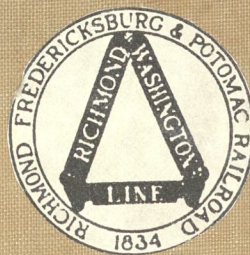
L & N



Southern



RFP



SAL



ACL



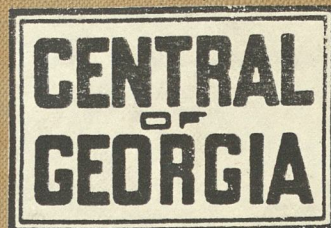
N.C. & S.L.



FEC

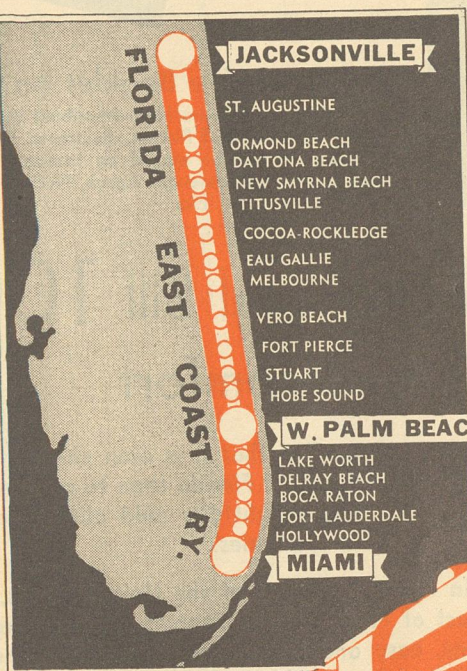


C of G



FASTEST *through* FLORIDA

THE ONLY DOUBLE TRACK LINE



With its advantages of double track and fewer miles between Jacksonville and South Florida, the Florida East Coast Railway saves hours in travel time . . . does it with smooth, restful ease.

Its splendidly equipped trains are the FASTEST available from and to Washington, New York and the East.

Daily through service is available over the Florida East Coast Railway to and from Chicago and the Mid-West on ALL of the many fine trains serving Florida via Jacksonville.

*The
Scenic Route
along Florida's
Fascinating
Ocean Shore*

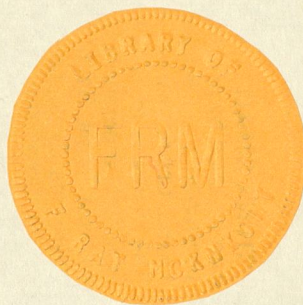
FLORIDA EAST COAST RAILWAY
FLAGLER SYSTEM

1937

FINAL ISSUE

04 April 1992

Fourteenth
Book
of
Fourteen
Issues



ORANGE BLOSSOM SPECIAL



The First and Only
AIR-CONDITIONED
Train to
FLORIDA

SEABOARD
AIR LINE RAILWAY

January 1934

DONATED
TO THE

& LOCOMOTIVE HISTORICAL SOCIETY



PLEASE STORE IN A
FLAT POSITION

100TH ANNIVERSARY

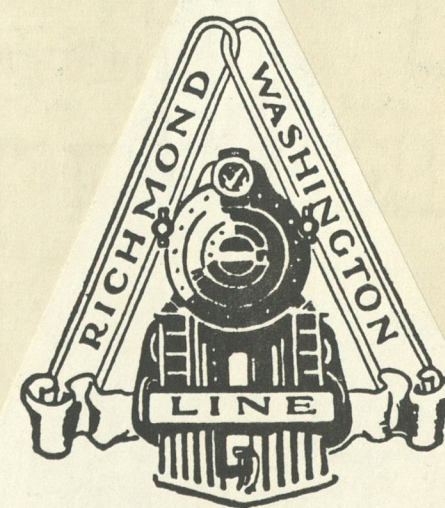
1850-1950



PIONEER, BUILDER AND PUBLIC SERVANT

IN THE INDUSTRIAL AND AGRICULTURAL

HEART OF THE SOUTH



FLORIDA SERVICE • SEASON 1940-41

The following High-Class Trains will be operated:

Florida Sunbeam

Florida's Most Popular Seasonal Train from the North

★

Royal Palm

All-Year Florida Train

★

PONCE DE LEON

All-Year Florida Train

★

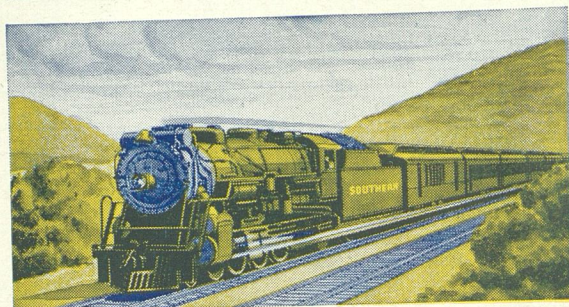
KANSAS CITY-FLORIDA SPECIAL

All-Year Florida Train

★

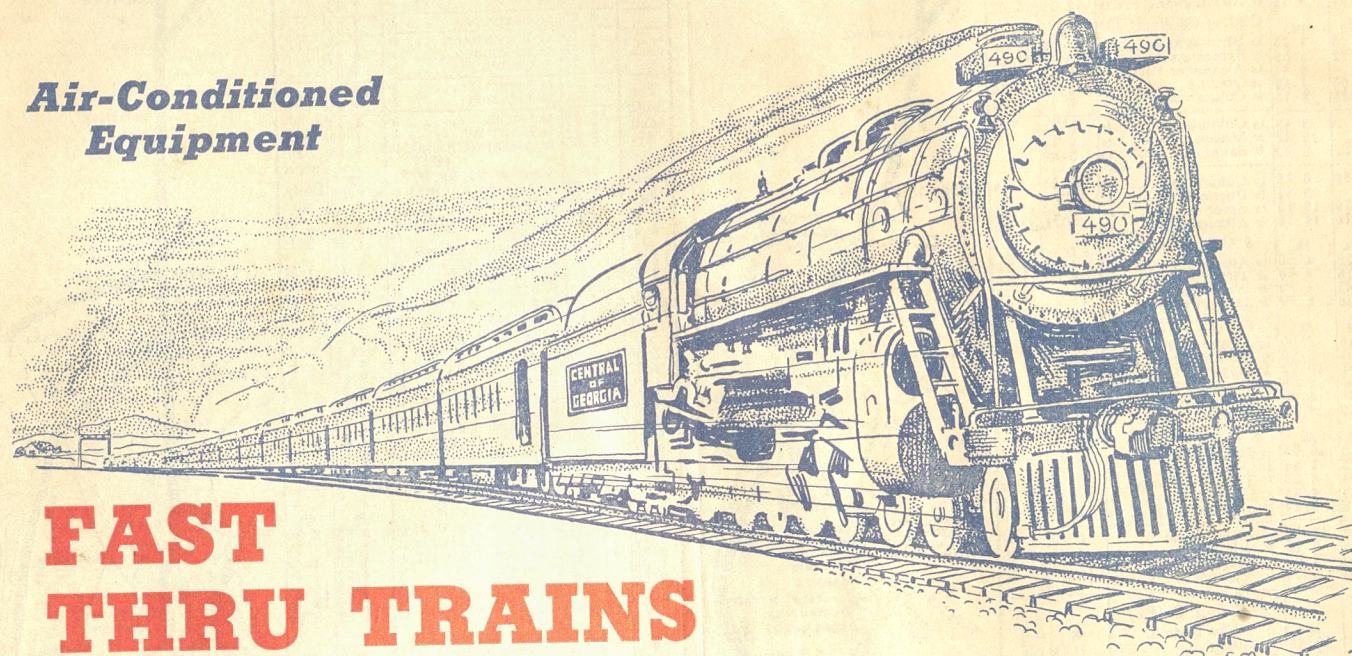
Additional information and complete schedules will be furnished in the immediate future

SOUTHERN RAILWAY SYSTEM



The Safe and Comfortable Way To Travel
To and From **FLORIDA**

Air-Conditioned Equipment



FAST THRU TRAINS

**The Floridan
The Seminole
The Flamingo
Southland Express**

**The Southland
Dixie Flyer
Dixie Limited**

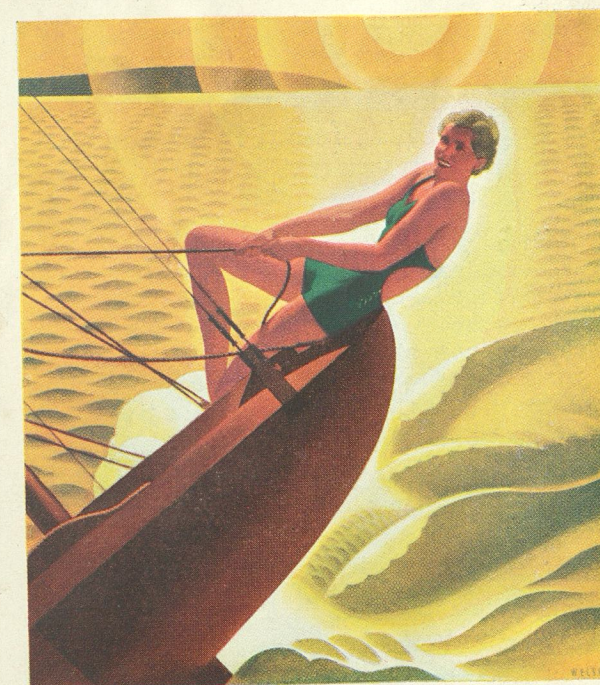
For Schedules, Routes and Equipment See Preceding Pages

CENTRAL OF GEORGIA RY.

Where a c/n is shown it is for the engine illustrated. Clips initialed 'OKM' are those taken from salvaged scrapbook of my father's.

ACKNOWLEDGMENT

To the publishers, printers and Editors of the countless publications which supplied the material contained in these Scrapbook Albums



Speed to Winter Playgrounds
in **PULLMAN**
SAFETY & COMFORT

THE PULLMAN PRESS, CHICAGO, U.S.A.

PLEASE..Use care in turning pages



ATLANTIC COAST LINE RAILROAD

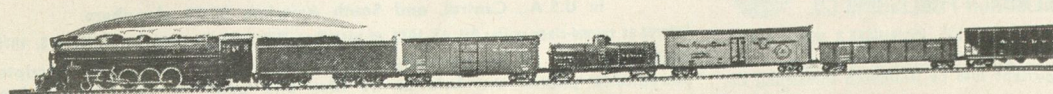
"the only **DOUBLE TRACK ROUTE BETWEEN THE EAST AND FLORIDA"**
S-M-O-O-T-H-E-R! NEW ROADBED — STREAMLINED FOR STREAMLINERS!



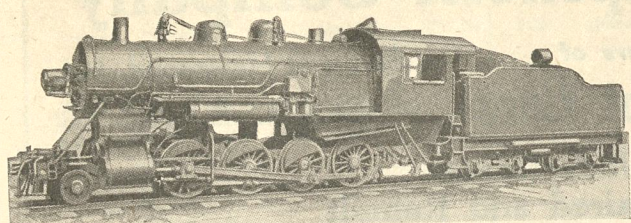
"OLD RELIABLE"

by Ward

AMERICAN RAILROADS

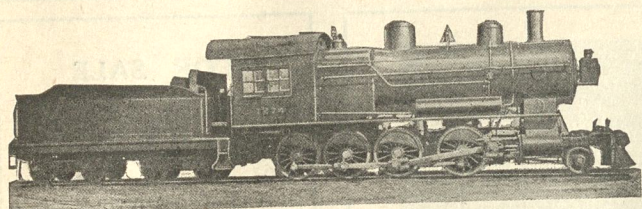


IN PARTNERSHIP WITH ALL AMERICA



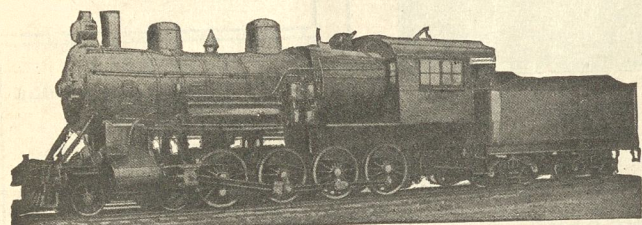
1580 CLASS

Have eight, 92 tons, cylinders 21 x 28", Piston Valves, 200 pounds pressure.



201 CLASS

Have four, 83 tons, cylinders 20 x 26", Piston Valves, 200 pounds pressure.



1472 CLASS

Have six, 79 tons, cylinders 20 x 26", Piston Valves, 200 pounds pressure.

Can make immediate delivery of either class offered above, and if interested telegraph us and will mail complete specifications, photographs and prices.

Also have other locomotives narrow and standard gauge, various types. Have in stock steam shovels 1 1/4 to 4 yard dippers.

SOUTHERN IRON & EQUIPMENT CO.
Atlanta, Georgia

Established 1889—Incorporated 1906

General Offices and Plant
Atlanta, Ga. Branch Offices
New Orleans, La.

LOCOMOTIVES

Thoroughly Overhauled: Immediate Shipment

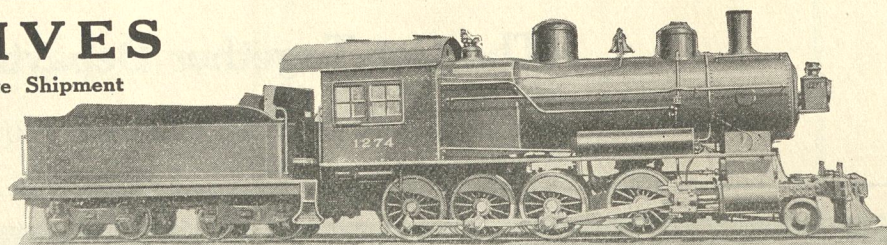
5, 75-Ton; 20x26" Consolidations; 44" Wheel Centers; 190 Lbs. Steam; Tractive Power, 33,800 Lbs.; I. C. C.

3, 85-Ton; 20x26" 12-Wheel Consolidations; Piston Valve; 48" Wheel Centers; 200 Lbs. Steam; Tractive Power, 34,000 Lbs.; I. C. C.

4, 92-Ton; 21x28" Consolidations; Piston Valve; Wide Firebox; 200 Lbs. Steam; 50" Wheel Centers; Tractive Power, 38,000 Lbs.; some have Outside Valve Gear; I. C. C.

HILL EXCHANGE FOR LIGHTER POWER, ETC.

Have Other Equipment Overhauled and Ready—RELAYING RAIL.



3 Duplicate; 82-Ton; 20x26" Consolidation Type; Piston Valve; 200 Lbs. Steam; 48" Wheel Centers; Tractive Power, 34,000 Lbs.; Thoroughly Overhauled; I. C. C.

SOUTHERN IRON & EQUIPMENT CO.
ATLANTA GEORGIA
(EST. 1889)

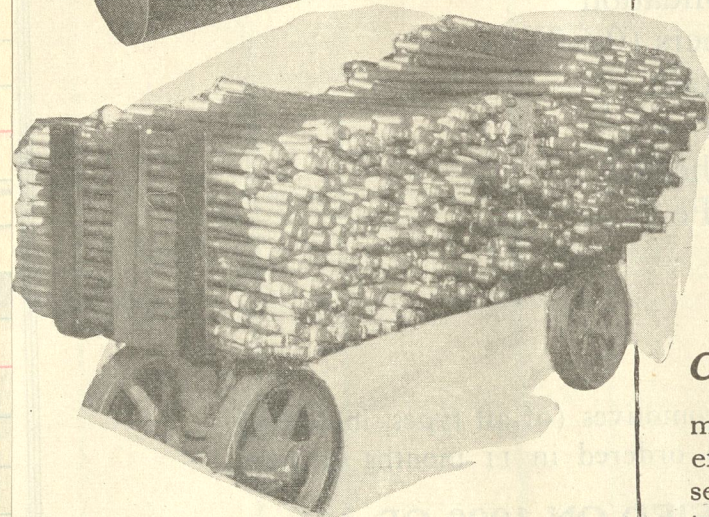
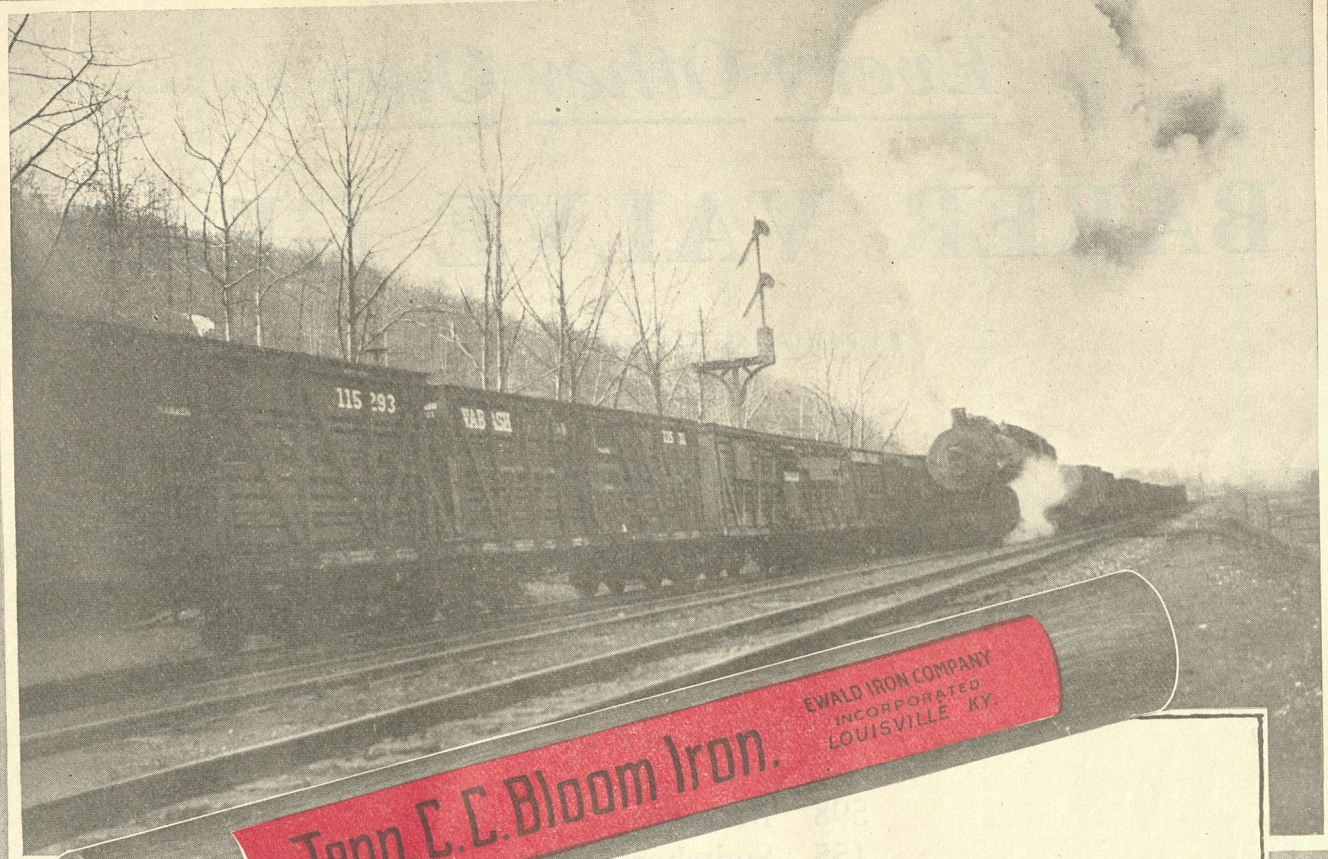
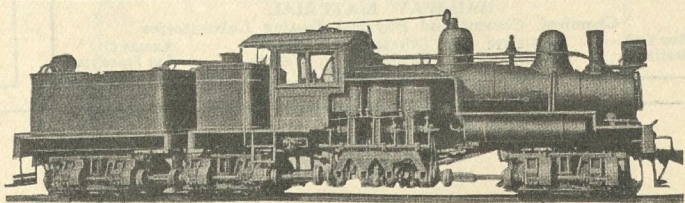
REBUILT EQUIPMENT

1, 125-Ton Shay Geared; 200 Lbs. Pressure; Tractive Power, 53,000 Lbs.

Completely overhauled, fully equipped, I. C. C. for main line service. We can offer this locomotive at a bargain or will exchange for lighter power.

Over 50 locomotives in stock, overhauled and ready, all types, 5 to 125 tons; passenger and freight cars, dump cars, etc.

SOUTHERN IRON & EQUIPMENT COMPANY
Atlanta, Ga. Established 1889



WITH the staybolts subjected to critical strain through varying contraction and expansion and constant vibration in locomotive service, it is imperative that only the best proven product be used in these important units—

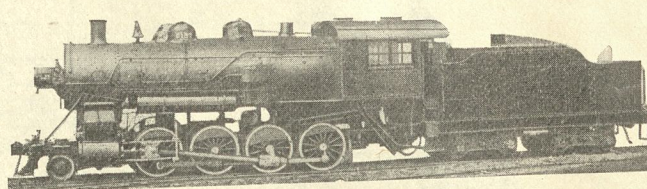
TENNESSEE CHARCOAL BLOOM IRON

manufactured particularly to meet these exacting requirements, insures longer service life for staybolts. Increasing ton mile revenue service and decreasing shopping costs.

What Tennessee Charcoal Bloom Iron is doing for other railways is equally possible with your equipment.

EWALD IRON COMPANY
LOUISVILLE

CHICAGO NEW YORK ST. PAUL



4—92 Ton, 21" x 28", Piston Valve, Consolidation type, 200 lbs. pressure. But-strap bolsters, I. C. C. 2 super heated and outside valve gear. Rebuilt, immediate shipment.

LOCOMOTIVES: 5 to 100 tons, various types, for all classes of service. Rebuilt, immediate shipment.

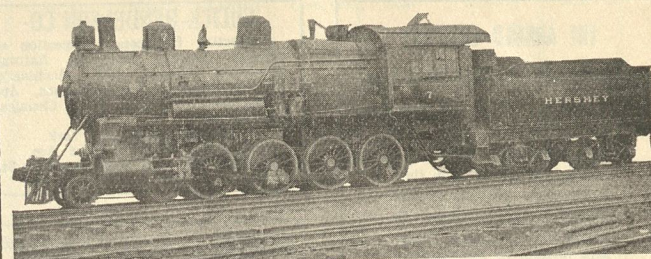
CARS: 75, 100,000 lbs. capacity, all steel, double hoppers, drop bottom, self-cleaning cars. REBUILT.

LOCO. CRANES, STEAM SHOVELS, DUMP CARS, RELAYING RAILS.

SOUTHERN IRON & EQUIPMENT COMPANY
General Office and Plant
ATLANTA, GA. (Est. 1889) Branches
NEW ORLEANS, PITTSBURGH, SEATTLE

1923

LOCOMOTIVES



Ten 80 to 86 ton consolidation and 12 wheel Piston valve, 200 lb. working pressure.

Also locomotives narrow and standard gauge, various types.

Steam Shovels

Have in stock Osgood, Bucyrus, Marion and Atlantic type shovels, 1 1/4 to 4 yard dippers; also Oliver and Western 12 to 16 yard dump cars. Have two full revolving on traction wheels.

All in stock in Atlanta.

SOUTHERN IRON & EQUIPMENT CO.
Atlanta, Ga. 1920

SE CO SOUTHEASTERN EXPRESS COMPANY

An independent and publicly owned Express Company, operating over the lines of the Southern Railway System, Mobile & Ohio Railroad, and various connecting rail and boat lines.

AFFORDS QUICK SERVICE

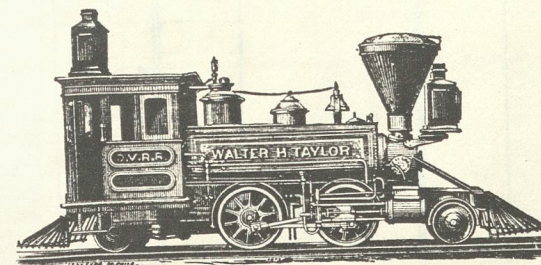
TO ALL POINTS IN THE SOUTHEAST AND CONNECTIONS SERVICE has been responsible for our substantial growth and the public's acceptance and good will.

EXPEDITIOUS AND SAFE TRANSPORTATION is an essential need of commerce and industry and it is this want the Southeastern Express Company is endeavoring to fill.

J. E. SKAGGS,
President.

Atlanta, Ga.

48



Railroad Gazette (1884).

Thos. W. Godwin & Co.,
VIRGINIA IRON WORKS

Norfolk, Va.,

MANUFACTURERS OF

LOCOMOTIVES

FOR

NARROW-GAUGE ROADS,

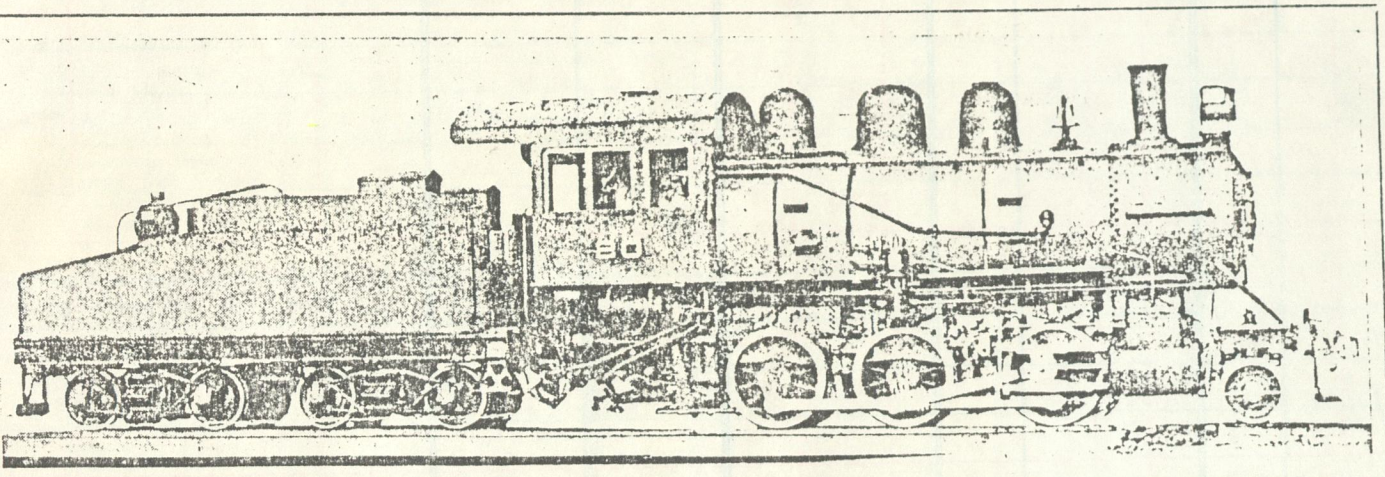
AND

LUMBERMEN'S LOCOMOTIVES.

1926

OR IMMEDIATE SALE---A Very Desirable and High Class 2-6-0

Mogul Locomotive---For Switching or Road Service



SPECIFICATION

BUILDER: American Locomotive Co. ✓
 DATE BUILT: 1918. ✓
 GAUGE: Standard.
 TYPE: Mogul, 2-6-0. ✓
 CYLINDERS: 20" x 26".
 VALVES: Balance.
 BOILER:
 Type: Straight.
 Diameter: 70 5/8".
 Construction: Butt Joint.
 Steam Working Pressure: 180 Pounds, I. C. C.
 FIREBOX:
 Length: 108".
 Width, Bottom: 41 1/2".
 Width, Top: 62".
 Height: 64".
 Grate Area: 31.3 Sq. Ft.
 FLUES:
 Number: 311.
 Length: 11' 0".
 Diameter: 2".
 HEATING SURFACE:
 Fire Box: 175 sq. ft.
 Tubes: 1778 sq. ft.
 Total: 1953 sq. ft.
 DRIVING WHEELS:
 Number: Six.
 Diameter Centers: 44".
 Tires: 2 1/2".

ENGINE TRUCK:
 Number Wheels: Two.
 Kind: Steel.
 Diameter: 30".
 WHEEL BASE:
 Rigid: 11' 6".
 Total Engine: 19' 3 1/2".
 WATER FEED:
 Two Sellers No. 10 1/2 Injectors.
 LUBRICATOR:
 Detroit Bulls-Eye.
 BRAKES:
 Westinghouse Air Brakes, Two 9 1/2" Pumps.
 WEIGHT IN WORKING ORDER:
 On Driving Wheels: 112,500 Pounds.
 Total Engine: 158,000 Pounds. — 159,000 —
 TENDER:
 Type: Sloping.
 Number Wheels: Eight.
 Diameter Wheels: 33".
 Frame: Steel.
 Water Capacity: 3500 Gallons.
 Coal Capacity: 8 Tons.
 Brakes: Air.
 CAB: Steel.
 HEADLIGHTS: Electric, Front and Rear.
 LIMITATIONS:
 60 Lb. Rail—2.7% Grade—8.5 Degree Curve.
 FACTOR OF ADHESION: 4.46.
 TRACTIVE POWER: 31,800 Pounds.

We have a full and complete line of railway and contractors' equipment of various sizes and types. All rebuilt and reasonably priced for quick sale. Send us your inquiries.

SOUTHERN IRON & EQUIPMENT CO.

General Office and Plant
 ATLANTA, GA.



Economical Fares — Every Day

on the N. C. & ST. L. RAILWAY

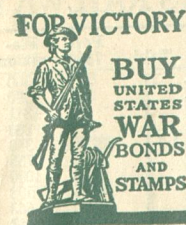
Good in Coaches
1 1/2 cents a mile
 and
 Round Trip 10% Cheaper

Good in Pullman and Parlor Cars
2 1/4 cents a mile EACH WAY
 ROUND TRIP TICKETS
 Return Limit 30 Days
2 1/2 cents a mile EACH WAY
 ROUND TRIP TICKETS
 Return Limit 6 Months
3 cents a mile ONE WAY TICKETS

PULLMAN SPACE OCCUPIED EXTRA

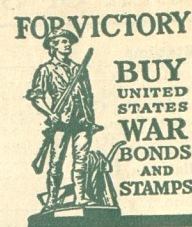
RICHMOND LOCOMOTIVE AND MACHINE WORKS, Richmond, Virginia was the South's largest locomotive builder. It was an outgrowth of a small machine shop opened in 1865 by William E. Tanner, originally called the Metropolitan Iron Works. A few years later Tanner called upon his former associate at the Tredegar Iron Works, Alexander Delaney, to join his operation. Delaney had managed Tredegar's locomotive department between 1854 and 1860. But the new firm of Tanner & Delaney does not appear to have engaged in locomotive building until the late 1870s. And then they produced only tramway engines. Late in 1881 their shop was destroyed by fire. A new, much larger plant was opened in suburban Richmond in 1883. But the partners apparently grew too fast and they lost control of the firm within a few years. In 1887 the business was reorganized as the RL & MW with William R. Trigg as President. Trigg began a massive improvement program to retool and expand the former Tanner & Delaney facility. He was determined to compete with Baldwin and other established giants for a share of the mainline locomotive market. By 1892, 650 men were employed, a significant increase from the former level of 425. A new, no-nonsense manager was hired a few years later who insisted on a new erecting shop to facilitate the construction of even larger locomotives. Trigg quit in 1898 to open a shipyard and was replaced by Joseph Bryan. Bryan was a newspaper man of some wealth who represented other large investors. His understanding of the locomotive business was slight and one can imagine his relief and joy when Alco offered to buy the business in 1901. The new owners enlarged the facility and the Richmond Works was soon cranking out units as large as 270 tons. A decline in locomotive orders together with the demand for war materials prompted Alco to suspend the building of locomotives at the Richmond plant between November, 1914 and early 1918. Munitions were produced during this interim. Locomotive work began again but it seemed only a half-hearted commitment on the part of Alco, which increasingly saw the concentration of its operations in Schenectady as the only rational policy. In September 1927 the final machine rolled from the erecting floor at Alco's southern-most plant. The corporation was dissolved two years later and the buildings were sold to new owners. A few of the old structures are still standing in testament to the nearly 4,500 locomotives constructed on this site. See: *Railroad History No. 130*, Spring 1974.

from American Locomotive Builders
 by John H. White 1982



YOU MAY WONDER

why the American Railroads do not provide the accommodations and give the "on-time" performance to which you have been so long accustomed—the answer is:



WE ARE AT WAR

There are approximately 6,800 Pullman sleeping cars and 17,500 passenger coaches in railroad service. Of these, approximately 2,720 Pullmans and 2,625 coaches are continuously engaged in moving troops, and our armed forces have first call on all the rest.

Passenger traffic on the N. C. & St. L. Ry. is now approximately five times as much as prevailed before Pearl Harbor.

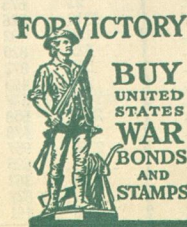
Our dining cars are over taxed, and essential materials cannot be spared for building new ones.

Frequently the movement of scheduled passenger trains must be subordinated to troop trains and to freight trains carrying munitions, war materials, gasoline and fuel oil.

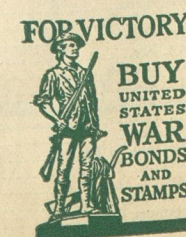
Many experienced employees are serving with the armed forces. It is impossible quickly to train men to replace them, and to fill new positions created to handle increased traffic.

We are trying to do our part in successfully handling the biggest transportation job in the history of the world. We believe our friends will graciously accept the inconveniences caused by things beyond our control. After all, they are small compared with the sacrifices of our Soldiers, Sailors and Marines on Bataan, in the Solomons, and on other far-flung battle fronts in this war for freedom.

THE NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY



TO AND FROM
Dixieland

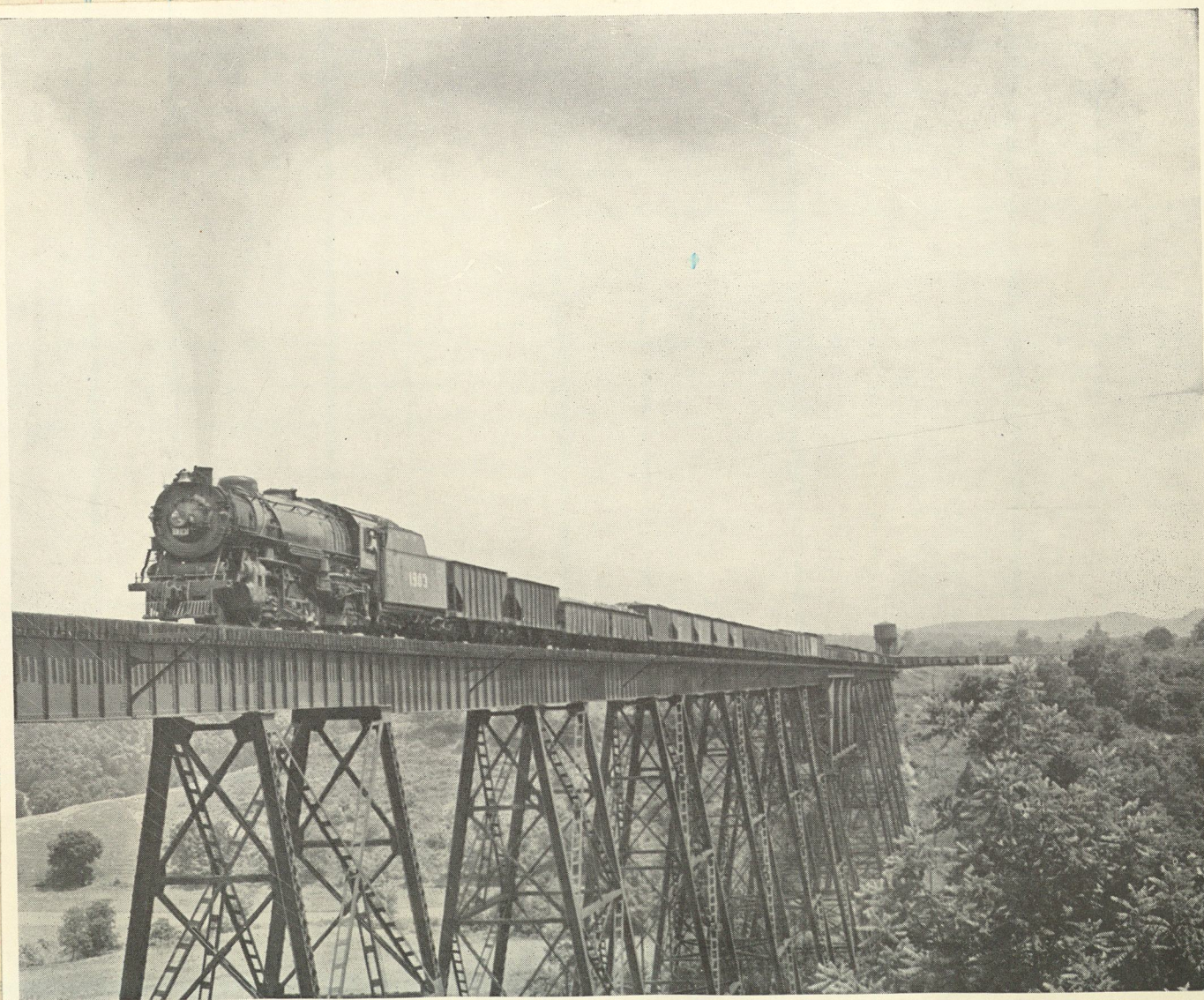


PRINTED IN U. S. A.
 AMBROSIO PRINT-NASHVILLE

OLD RELIABLE



LOUISVILLE
AND
NASHVILLE
RAILROAD



(Eureka 2353)
U. S. A.

CUT HERE
To Make
Short Sheet

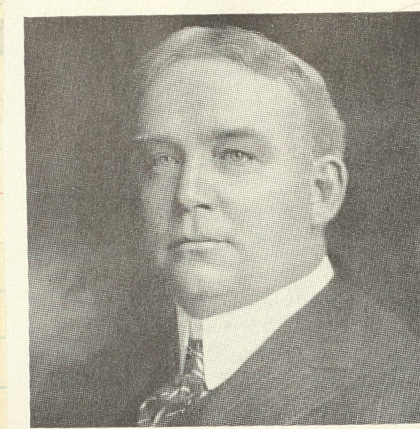
6

The Louisville & Nashville was operating 5,038 miles in 1927 with 1371 engines, 65485 freight and 998 passenger cars



Louisville & Nashville No. 8, Birmingham-to-Cincinnati train, passes through Anchorage, Ky. The mail bag is tied ready on the crane and will be picked up on the fly. Anchorage is 15 miles east of Louisville on the line up the Ohio River to Cincinnati.

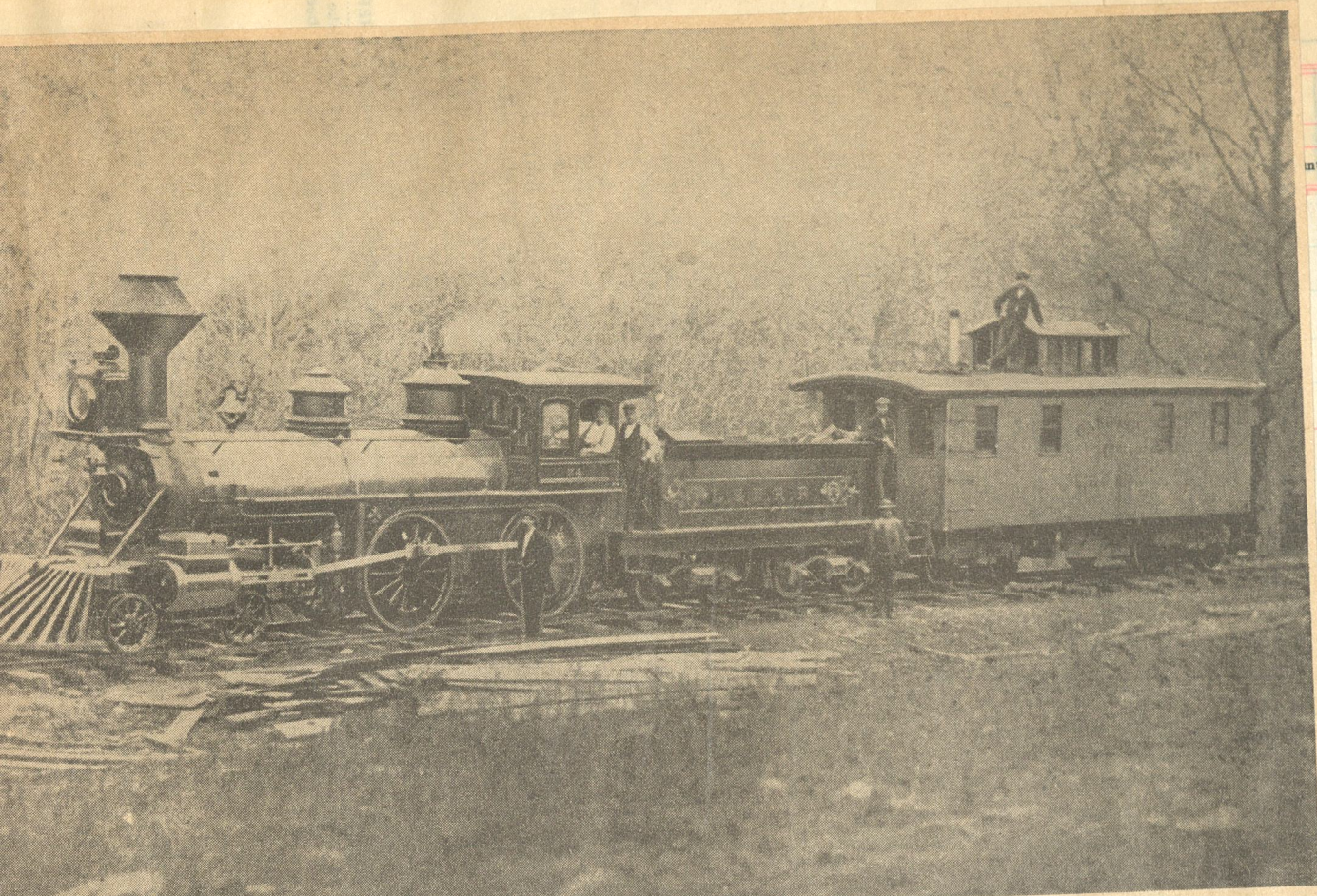
No. 8-Daily.
Lounge Car....A Cincinnati-New York.
Sleeping Cars...A Birmingham-New York (Drawing-room).
Dining Cars....A Louisville-New York (Drawing-room).
Coaches.....A For all meals.
A Cincinnati-New York (Individual Reclining Seats).



Whiteford R. Cole, president of the L. & N. 1926-1934.

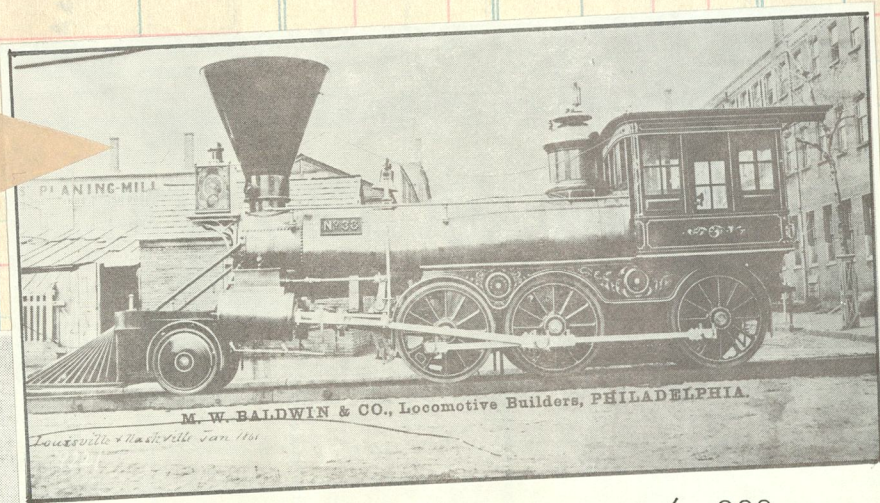
Mike 1903 rumbles over the Red River bridge at Stearns, Ky. Bridge is 2,200 feet long and 233 feet high

(250)

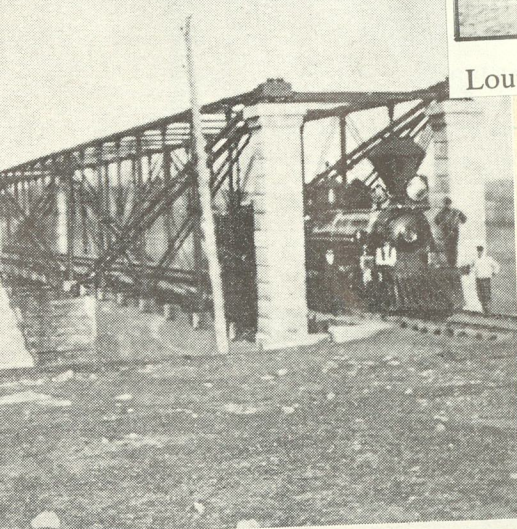


...y of Thomas Owen, Louisville & Nashville Railroad
TION OF THE MONTH. L&N historians wonder what happened to its woodburning Eight-Wheeler 74 after it was renumbered to 19 in 1897.
eer John O'Donnell operated the 35-ton engine, built by Baird in 1870 with 62-inch drivers and 17x24-inch cylinders, but the railroad's
records show nothing of the 4-4-0's fate

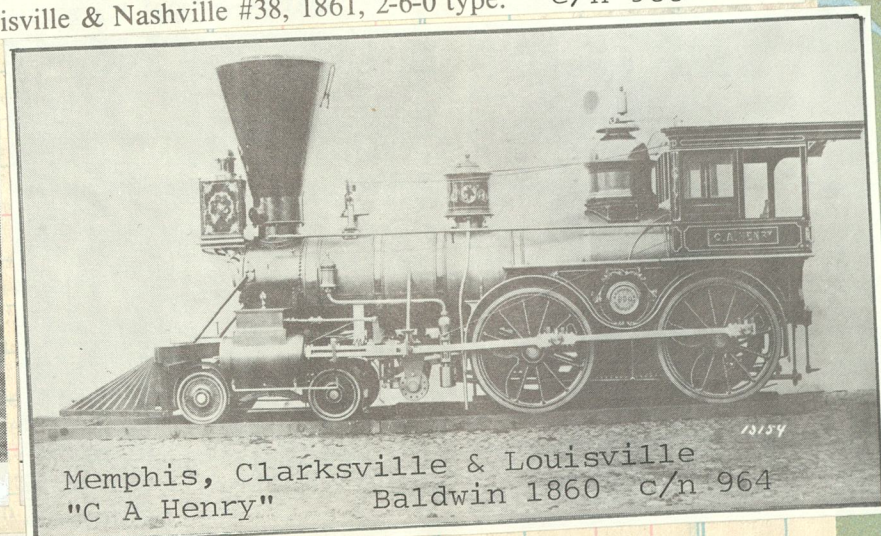
aptured by Confederates
served the CSA dur-
'The War'. Returned
L&N 1866. Reblt as a
-0 in 1872 and again
lt 1878. Retired 1891



Louisville & Nashville #38, 1861, 2-6-0 type. c/n 988



Barren River Bridge, Bowling Green, Ky.



Memphis, Clarksville & Louisville
"C A Henry" Baldwin 1860 c/n 964

LOUISVILLE & NASHVILLE RAILROAD TIME TABLE,

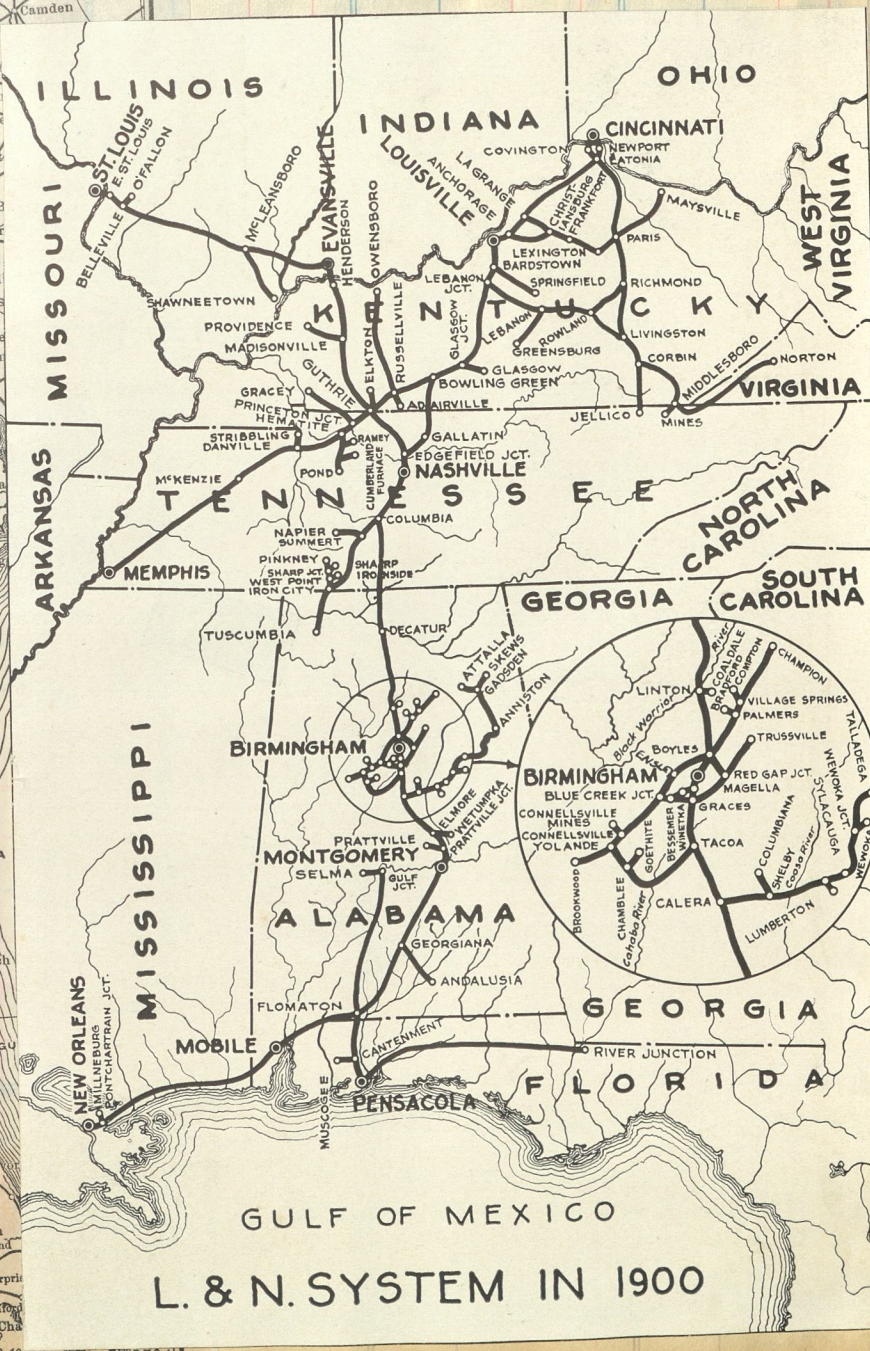
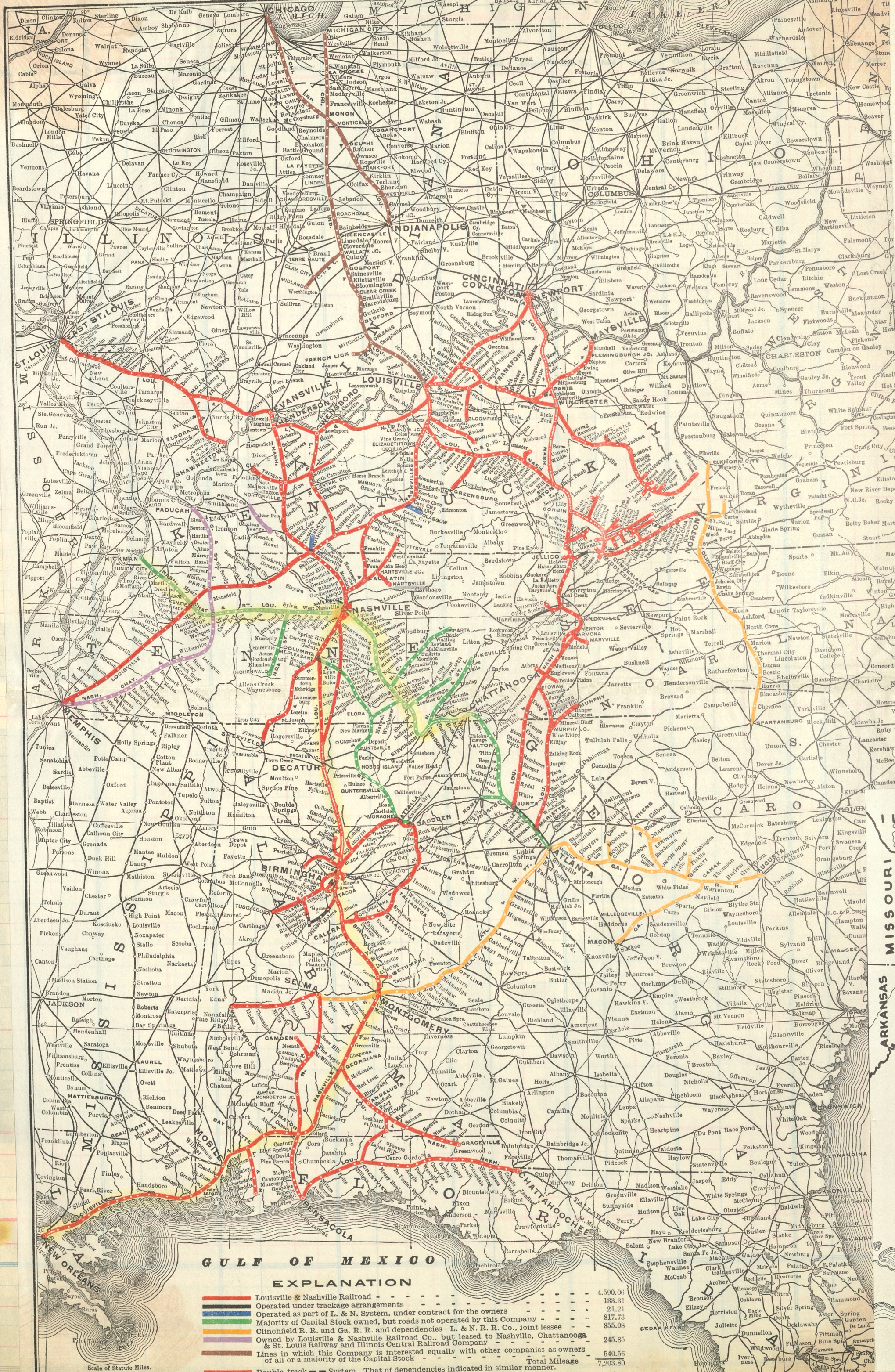
To take effect on and after Monday, Oct. 31st, 1859.

LEBANON BRANCH TIME TABLE.									
Trains South.					Trains North.				
STATIONS.					STATIONS.				
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
7.04	8.20	7.04	8.20	7.04	8.20	7.04	8.20	7.04	8.20
7.18	8.34	7.18	8.34	7.18	8.34	7.18	8.34	7.18	8.34
7.32	8.48	7.32	8.48	7.32	8.48	7.32	8.48	7.32	8.48
7.46	9.02	7.46	9.02	7.46	9.02	7.46	9.02	7.46	9.02
8.00	9.16	8.00	9.16	8.00	9.16	8.00	9.16	8.00	9.16
8.14	9.30	8.14	9.30	8.14	9.30	8.14	9.30	8.14	9.30
8.28	9.44	8.28	9.44	8.28	9.44	8.28	9.44	8.28	9.44
8.42	9.58	8.42	9.58	8.42	9.58	8.42	9.58	8.42	9.58
8.56	10.12	8.56	10.12	8.56	10.12	8.56	10.12	8.56	10.12
9.10	10.26	9.10	10.26	9.10	10.26	9.10	10.26	9.10	10.26
9.24	10.40	9.24	10.40	9.24	10.40	9.24	10.40	9.24	10.40
9.38	10.54	9.38	10.54	9.38	10.54	9.38	10.54	9.38	10.54
9.52	11.08	9.52	11.08	9.52	11.08	9.52	11.08	9.52	11.08
10.06	11.22	10.06	11.22	10.06	11.22	10.06	11.22	10.06	11.22
10.20	11.36	10.20	11.36	10.20	11.36	10.20	11.36	10.20	11.36
10.34	11.50	10.34	11.50	10.34	11.50	10.34	11.50	10.34	11.50
10.48	12.04	10.48	12.04	10.48	12.04	10.48	12.04	10.48	12.04
11.02	12.18	11.02	12.18	11.02	12.18	11.02	12.18	11.02	12.18
11.16	12.32	11.16	12.32	11.16	12.32	11.16	12.32	11.16	12.32
11.30	12.46	11.30	12.46	11.30	12.46	11.30	12.46	11.30	12.46
11.44	13.00	11.44	13.00	11.44	13.00	11.44	13.00	11.44	13.00
11.58	13.14	11.58	13.14	11.58	13.14	11.58	13.14	11.58	13.14
12.12	13.28	12.12	13.28	12.12	13.28	12.12	13.28	12.12	13.28
12.26	13.42	12.26	13.42	12.26	13.42	12.26	13.42	12.26	13.42
12.40	13.56	12.40	13.56	12.40	13.56	12.40	13.56	12.40	13.56
12.54	14.10	12.54	14.10	12.54	14.10	12.54	14.10	12.54	14.10
13.08	14.24	13.08	14.24	13.08	14.24	13.08	14.24	13.08	14.24
13.22	14.38	13.22	14.38	13.22	14.38	13.22	14.38	13.22	14.38
13.36	14.52	13.36	14.52	13.36	14.52	13.36	14.52	13.36	14.52
13.50	15.06	13.50	15.06	13.50	15.06	13.50	15.06	13.50	15.06
14.04	15.20	14.04	15.20	14.04	15.20	14.04	15.20	14.04	15.20
14.18	15.34	14.18	15.34	14.18	15.34	14.18	15.34	14.18	15.34
14.32	15.48	14.32	15.48	14.32	15.48	14.32	15.48	14.32	15.48
14.46	16.02	14.46	16.02	14.46	16.02	14.46	16.02	14.46	16.02
14.60	16.16	14.60	16.16	14.60	16.16	14.60	16.16	14.60	16.16
14.74	16.30	14.74	16.30	14.74	16.30	14.74	16.30	14.74	16.30
14.88	16.44	14.88	16.44	14.88	16.44	14.88	16.44	14.88	16.44
15.02	16.58	15.02	16.58	15.02	16.58	15.02	16.58	15.02	16.58
15.16	17.12	15.16	17.12	15.16	17.12	15.16	17.12	15.16	17.12
15.30	17.26	15.30	17.26	15.30	17.26	15.30	17.26	15.30	17.26
15.44	17.40	15.44	17.40	15.44	17.40	15.44	17.40	15.44	17.40
15.58	17.54	15.58	17.54	15.58	17.54	15.58	17.54	15.58	17.54
16.12	18.08	16.12	18.08	16.12	18.08	16.12	18.08	16.12	18.08
16.26	18.22	16.26	18.22	16.26	18.22	16.26	18.22	16.26	18.22
16.40	18.36	16.40	18.36	16.40	18.36	16.40	18.36	16.40	18.36
16.54	18.50	16.54	18.50	16.54	18.50	16.54	18.50	16.54	18.50
17.08	19.04	17.08	19.04	17.08	19.04	17.08	19.04	17.08	19.04
17.22	19.18	17.22	19.18	17.22	19.18	17.22	19.18	17.22	19.18
17.36	19.32	17.36	19.32	17.36	19.32	17.36	19.32	17.36	19.32
17.50	19.46	17.50	19.46	17.50	19.46	17.50	19.46	17.50	19.46
18.04	20.00	18.04	20.00	18.04	20.00	18.04	20.00	18.04	20.00
18.18	20.14	18.18	20.14	18.18	20.14	18.18	20.14	18.18	20.14
18.32	20.28	18.32	20.28	18.32	20.28	18.32	20.28	18.32	20.28
18.46	20.42	18.46	20.42	18.46	20.42	18.46	20.42	18.46	20.42
19.00	20.56	19.00	20.56	19.00	20.56	19.00	20.56	19.00	20.56
19.14	21.10	19.14	21.10	19.14	21.10	19.14	21.10	19.14	21.10
19.28	21.24	19.28	21.24	19.28	21.24	19.28	21.24	19.28	21.24
19.42	21.38	19.42	21.38	19.42	21.38	19.42	21.38	19.42	21.38
19.56	21.52	19.56	21.52	19.56	21.52	19.56	21.52	19.56	21.52
20.10	22.06	20.10	22.06	20.10	22.06	20.10	22.06	20.10	22.06
20.24	22.20	20.24	22.20	20.24	22.20	20.24	22.20	20.24	22.20
20.38	22.34	20.38	22.34	20.38	22.34	20.38	22.34	20.38	22.34
20.52	22.48	20.52	22.48	20.52	22.48	20.52	22.48	20.52	22.48
21.06	23.02	21.06	23.02	21.06	23.02	21.06	23.02	21.06	23.02
21.20	23.16	21.20	23.16	21.20	23.16	21.20	23.16	21.20	23.16
21.34	23.30	21.34	23.30	21.34	23.30	21.34	23.30	21.34	23.30
21.48	23.44	21.48	23.44	21.48	23.44	21.48	23.44	21.48	23.44
22.02	23.58	22.02	23.58	22.02	23.58	22.02	23.58	22.02	23.58
22.16	24.12	22.16	24.12	22.16	24.12	22.16	24.12	22.16	24.12
22.30	24.26	22.30	24.26	22.30	24.26	22.30	24.26	22.30	24.26
22.44	24.40	22.44	24.40	22.44	24.40	22.44	24.40	22.44	24.40
22.58	24.54	22.58	24.54	22.58	24.54	22.58	24.54	22.58	24.54
23.12	25.08	23.12	25.08	23.12	25.08	23.12	25.08	23.12	25.08
23.26	25.22	23.26	25.22	23.26	25.22	23.26	25.22	23.26	25.22
23.40	25.36	23.40	25.36	23.40	25.36	23.40	25.36	23.40	25.36
23.54	25.50	23.54	25.50	23.54	25.50	23.54	25.50	23.54	25.50
24.08	26.04	24.08	26.04	24.08	26.04	24.08	26.04	24.08	26.04
24.22	26.18	24.22	26.18	24.22	26.18	24.22	26.18	24.22	26.18
24.36	26.32	24.36	26.32	24.36	26.32	24.36	26.32	24.36	26.32
24.50	26.46	24.50	26.46	24.50	26.46	24.50	26.46	24.50	26.46
25.04	27.00	25.04	27.00	25.04	27.00	25.04	27.00	25.04	27.00
25.18	27.14	25.18	27.14	25.18	27.14	25.18	27.14	25.18	27.14
25.32	27.28	25.32	27.28	25.32	27.28	25.32	27.28	25.32	27.28
25.46	27.42	25.46	27.42	25.46	27.42	25.46	27.42	25.46	27.42
26.00	27.56	26.00	27.56	26.00	27.56	26.00	27.56	26.00	27.56
26.14	28.10	26.14	28.10	26.14	28.10	26.14	28.10	26.14	28.10
26.28	28.24	26.28	28.24	26.28	28.24	26.28	28.24	26.28	28.24
26.42	28.38	26.42	28.38	26.42	28.38	26.42	28.38	26.42	28.38
26.56	28.52	26.56	28.52	26.56	28.52	26.56	28.52	26.56	28.52
27.10	29.06	27.10	29.06	27.10	29.06	27.10	29.06	27.10	29.06
27.24	29.20	27.24	29.20	27.24	29.20	27.24	29.20	27.24	29.20
27.38	29.34	27.38	29.34	27.38	29.34	27.38	29.34	27.38	29.34
27.52	29.48	27.52	29.48	27.52	29.48	27.52	29.48	27.52	29.48
28.06	30.02	28.06	30.02	28.06	30.02	28.06	30.02	28.06	30.02
28.20	30.16	28.20	30.16	28.20	30.16	28.20	30.16	28.20	30.16
28.34	30.30	28.34	30.30	28.34	30.30	28.34	30.30	28.34	30.30
28.48	30.44	28.48	30.44	28.48	30.44	28.48	30.44	28.48	30.44
29.02	30.58	29.02	30.58	29.02	30.58	29.02	30.58	29.02	30.58
29.16	31.12	29.16	31.12	29.16	31.12	29.16	31.12	29.16	31.12
29.30	31.26	29.30	31.26	29.30	31.26	29.30	31.26	29.30	31.26
29.44	31.40	29.44	31.40	29.44	31.40	29.44	31.40	29.44	31.40
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30.12	32.08	30.12	32.08	30.12	32.08	30.12	32.08	30.12	32.08
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30.54	32.50	30.54	32.50	30.54	32.50	30.54	32.50	30.54	32.50
31.08	33.04	31.08	33.04	31.08	33.04	31.08	33.04	31.08	33.04
31.22	33.18	31.22	33.18	31.22	33.18	31.22	33.18	31.22	33.18
31.36	33.32	31.36	33.32	31.36	33.32	31.36	33.32	31.36	33.32
31.50	33.46	31.50	33.46	31.50	33.46	31.50	33.46	31.50	33.46
32.04	34.00	32.04	34.00	32.04	34.00	32.04	34.00	32.04	34.00
32.18	34.14	32.18	34.14	32.18	34.14	32.18	34.14	32.18	34.14
32.32	34.28	32.32	34.28	32.32	34.28	32.32	34.28	32.32	34.28
32.46	34.42	32.46	34.42	32.46	34.42	32.46	34.42	32.46	34.42
33.00	34.56	33.00	34.56	33.00	34.56	33.00	34.56	33.00	34.56
33.14	35.10	33.14	35.10	33.14	35.10	33.14	35.10	33.14	35.10
33.28	35.24	33.28	35.24	33.28	35.24	33.28	35.24	33.28	35.24
33.42	35.38	33.42	35.38	33.42	35.38	33.42	35.38	33.42	35.38
33.56	35.52	33.56	35.52	33.56	35.52	33.56			

Railroads Acquired, Leased or Constructed to Form Louisville & Nashville System

- ALABAMA AND FLORIDA RAILROAD—1899†
- ALABAMA MINERAL RAILROAD—1891
- ATHENS AND TELICO RAILWAY—1911
- ATLANTA, KNOXVILLE AND NORTHERN RAILWAY—1905
- BARDSTOWN AND LOUISVILLE RAILROAD—1860
- BAY MINETTE AND FORT MORGAN RAILROAD—1905
- BIRMINGHAM AND TUSCALOOSA RAILROAD—1915
- BIRMINGHAM MINERAL RAILROAD—1887
- BIRMINGHAM, SELMA AND NEW ORLEANS RAILWAY—1901
- BLACK MOUNTAIN RAILROAD—1923
- CHESAPEAKE AND NASHVILLE RAILWAY—1906
- CINCINNATI INTER-TERMINAL RAILROAD—1904
- CUMBERLAND AND MANCHESTER RAILROAD—1927
- CUMBERLAND AND OHIO RAILROAD (Northern and Southern Divisions)—1881 and 1878
- CUMBERLAND RIVER AND TENNESSEE RAILROAD—1901
- DECATUR BELT AND TERMINAL RAILROAD—1892
- DECATUR BELT AND SCOTTSVILLE RAILWAY—1906
- GALLATIN AND KNOXVILLE AND EASTERN RAILROAD—1912
- HARRIMAN, KNOXVILLE AND RAILROAD—1885
- HENDERSON BRIDGE AND NORTHERN RAILWAY—1902
- JELICO, BIRDEYE AND NORTHERN RAILROAD—1915
- KENTUCKY AND VIRGINIA RAILROAD—1891
- KENTUCKY CENTRAL RAILWAY—1891
- KENTUCKY HIGHLANDS RAILROAD—1908
- KNOXVILLE, LAFOLETTE AND JELICO RAILROAD—1905
- LEXINGTON AND NORTHERN RAILROAD—1915
- LEXINGTON AND EASTERN RAILWAY—1913
- LOUISVILLE AND ATLANTIC RAILROAD—1909
- LOUISVILLE, CINCINNATI AND LEXINGTON RAILWAY—1881
- LOUISVILLE, HARRIS CREEK AND WESTPORT RAILROAD—1881
- LOUISVILLE, HENDERSON AND ST. LOUIS RAILWAY—1929
- MADISONVILLE, HARTFORD AND EASTERN RAILROAD—1910
- MEMPHIS AND OHIO RAILROAD—1867
- MEMPHIS, CLARKSVILLE AND LOUISVILLE RAILROAD—1868
- MIDDLE AND EAST TENNESSEE CENTRAL RAILROAD—1906
- MIDDLESBOROUGH BELT RAILROAD—1896
- MIDDLESBOROUGH RAILROAD—1896
- MOBILE AND MONTGOMERY RAILWAY—1881
- NASHVILLE AND DECATUR RAILROAD—1887
- NASHVILLE, FLORENCE AND SHEFFIELD RAILWAY—1887
- NEW ORLEANS, MOBILE AND TEXAS RAILROAD—1880
- OWENSBORO AND NASHVILLE RAILWAY—1881
- PENSACOLA AND ATLANTIC RAILROAD—1891
- PENSACOLA AND SELMA RAILROAD—1880
- PENSACOLA RAILROAD—1880
- PINE MOUNTAIN RAILROAD—1905
- ST. LOUIS AND SOUTHEASTERN RAILWAY—1879
- SHEFFIELD AND TUSCUMBIA RAILROAD—1896
- SHELBY RAILROAD—1881
- SHELBY, BLOOMFIELD AND OHIO RILWAY—1901
- SOUTH AND NORTH ALABAMA RAILROAD—1871
- SOUTHEAST AND ST. LOUIS RAILWAY—1881
- SOUTHERN ALABAMA RAILROAD—1899
- SWAN CREEK RAILWAY—1908
- WASOTO AND BLACK MOUNTAIN RAILROAD—1911
- YELLOW RIVER RAILROAD—1906

*Listing includes only names of railroads as designated when acquired. Numerous very small roads acquired to form some of the branch line trackage are not included.
†Year first operated by L. & N.



TRAVELED

GULF OF MEXICO

EXPLANATION

—	Louisville & Nashville Railroad	4,590.06
—	Operated under trackage arrangements	183.31
—	Operated as part of L. & N. System, under contract for the owners	21.21
—	Majority of Capital Stock owned, but roads not operated by this Company	817.73
—	Owned by Louisville & Nashville Railroad Co., but leased to Chattanooga	855.08
—	& St. Louis Railway and Illinois Central Railroad Company	245.85
—	Lines in which this Company is interested equally with other companies as owners	540.56
—	of all or a majority of the Capital Stock	7,203.80
—	Double-track — System. That of dependencies indicated in similar manner.	

NOTE: A black and colored parallel line indicates Trackage Rights of the Louisville & Nashville Railroad over its dependencies.

FOOLE BROS. CHICAGO, ILL. 3-10-43

SW - All-Pullman Train **1925**
The last word in Travel Comfort and Convenience



The Pan-American

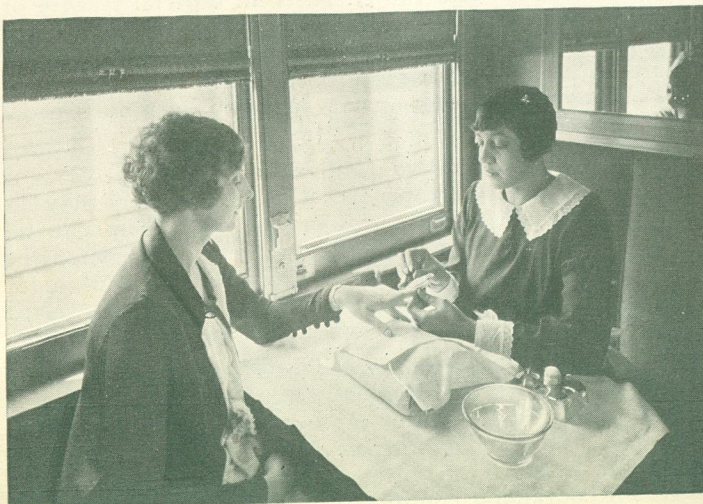
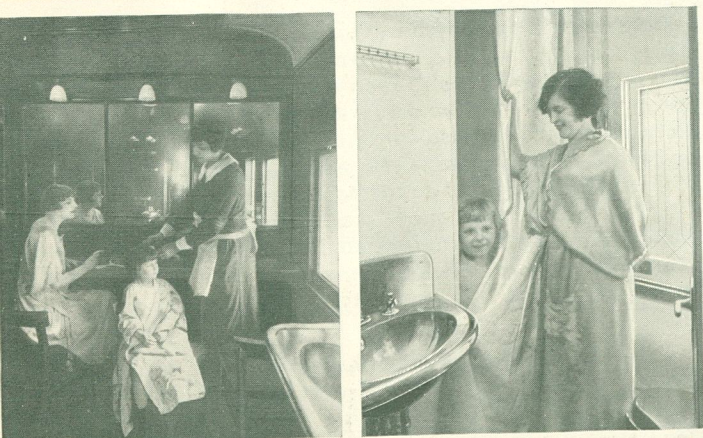
CINCINNATI
 LOUISVILLE
 MEMPHIS
 NEW ORLEANS



Inaugurated May 11, 1925



Comfort in the Sociable Observation Car



The New Conveniences for Women



The Roomy Club-Smoker



Bath, Valet and Buffet Service in Club Car



The Parlor Chairs Are of an Improved and Most Comfortable Type



The Latest Type of Pullman Sleeper



The Dining Car Service Has No Superior



Drawing-Room and Two Compartments for Use Singly or En Suite

The Pan-American
 ALL-PULLMAN

Amount
 An I've heard your stories about your fast trains,
 But now I'll tell you about one...
 She's the Beauty of the Southland!
 Listen to that whistle scream...
 It's the Pan-American...
 On her way to New Orleans!
 Courtesy of L&N Magazine.





"Listening-In" En Route

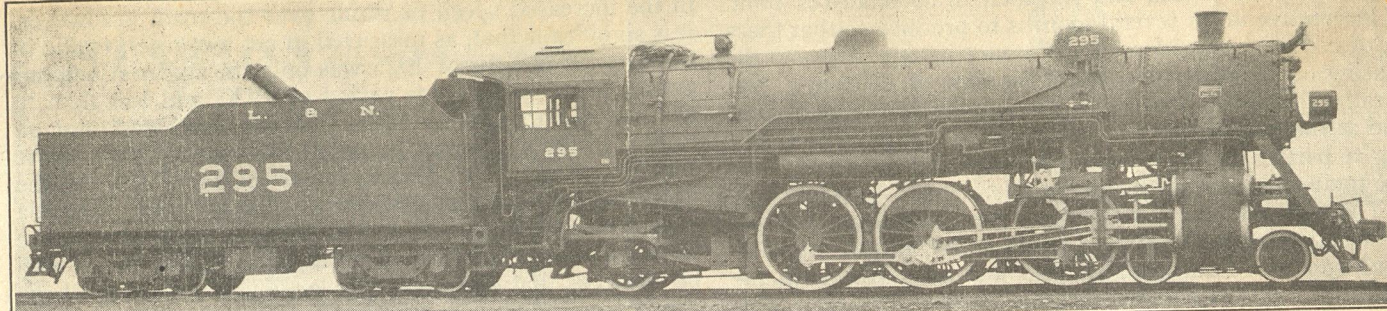
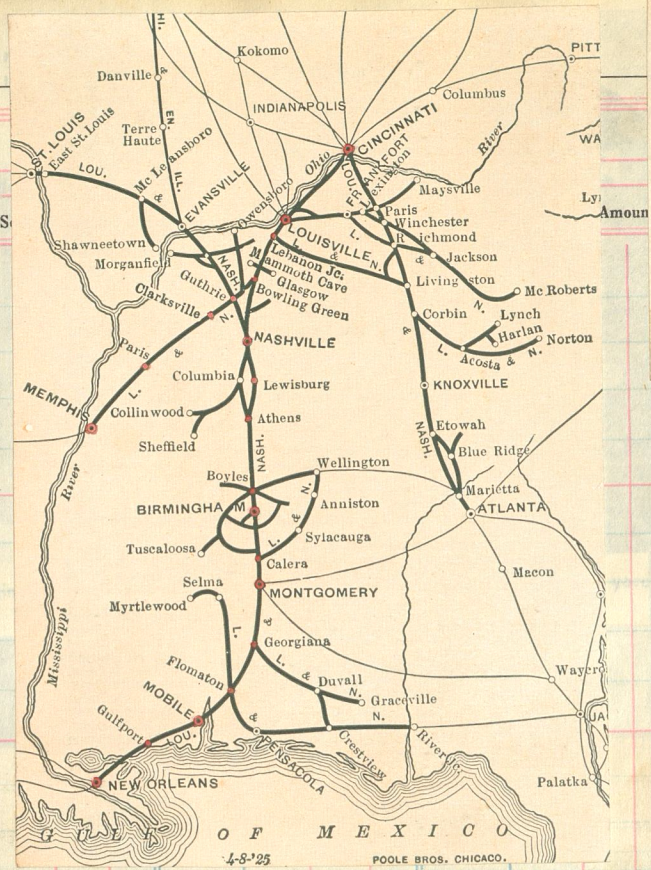
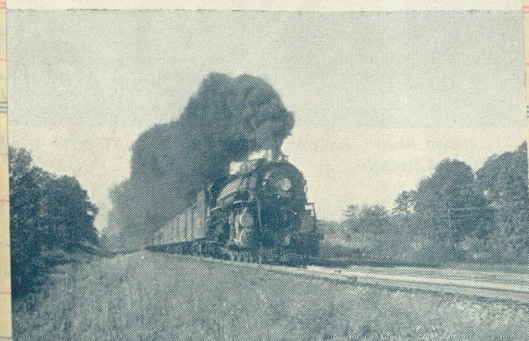


The Kiddies Like Going to Bed



In the Women's Lounge

the Pan American, Cincinnati - New Orleans on the Louisville & Nashville.



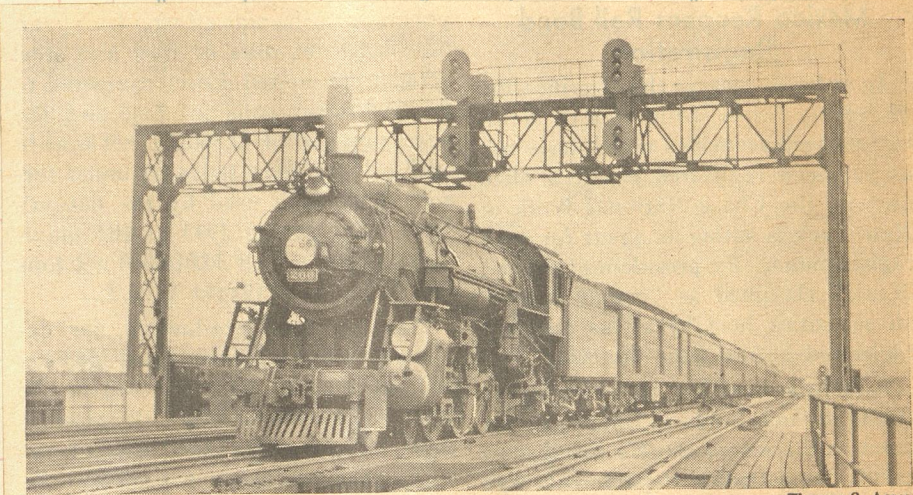
Louisville & Nashville Three-Cylinder Pacific—Tractive Force, 47,000 lb.—Built by The American Locomotive Company

'One of a kind' The only engine of the K-7 class. Built by Brooks in 1925, c/n 66189, and last Pacific for the L&N. Rebuilt in 1940.

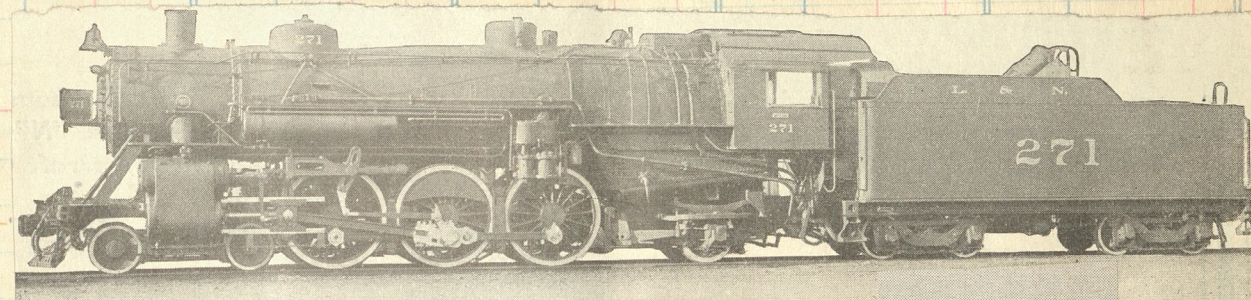
THE PAN-AMERICAN Nos. 99 and 98

- Lounge Car**
Between Cincinnati and New Orleans
(10 Sections) (Radio)
- Sleeping Cars**
Between Cincinnati and New Orleans
(10 Sec., 2 Double Bedrooms, 1 Drawing Room)
*Cincinnati to Louisville
(8 Sec., 3 Double Bedrooms, 1 Drawing Room)
*Cincinnati to Nashville
*Between Cincinnati and Memphis
Between Birmingham and Pensacola
(12 Sections, 1 Drawing Room)
- Dining Cars**
Between Cincinnati and Birmingham
Between Bowling Green and Memphis
- De Luxe Coaches (individual reclining seats)**
Between Cincinnati and New Orleans
Between Bowling Green and Memphis
- Coaches**
Between Flomaton and Pensacola

1935 'Enroute fr



LOUISVILLE & NASHVILLE'S ENGINE 266 HAULING "PAN AMERICAN LIMITED" OUT OF CINCINNATI TERMINAL

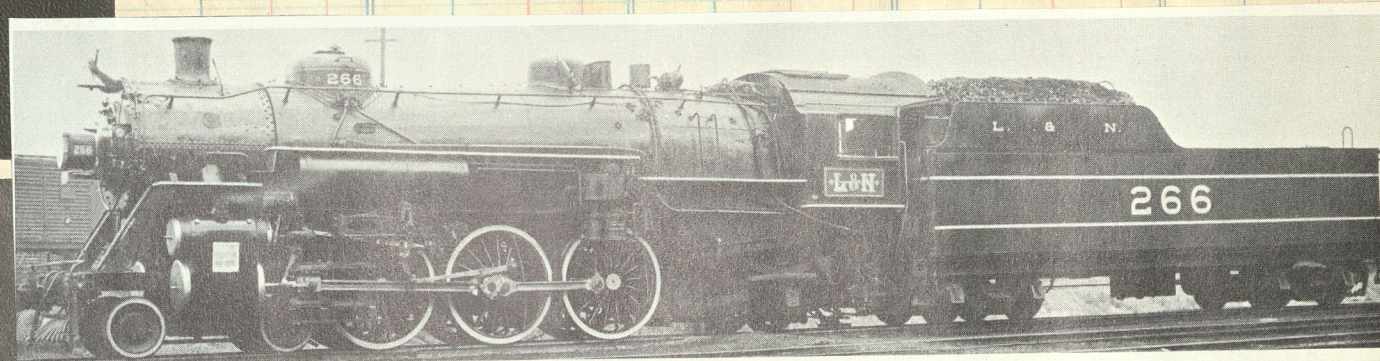


BALDWIN PACIFIC TYPE LOCOMOTIVE, CLASS K-5, LOUISVILLE & NASHVILLE RAILROAD.

Cylinders, 25" x 28"
Driving wheels, diameter, 73"
Steam pressure, 200 lb.
Grate area, 66.7 sq. ft.

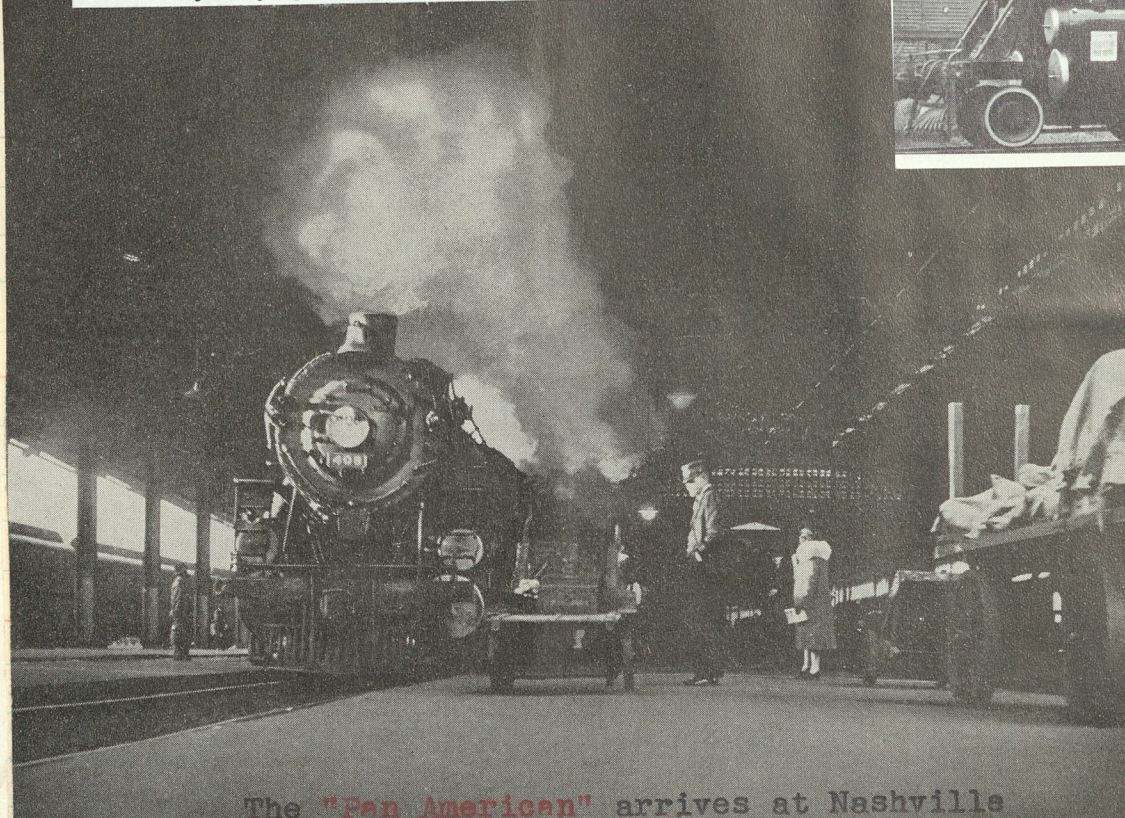
Water heating surface, 3,341 sq. ft.
Superheating surface, 836 sq. ft.
Weight on driving wheels, 160,000 lb.
Weight, total engine, 276,300 lb.

Tractive force, 40,700 lb.



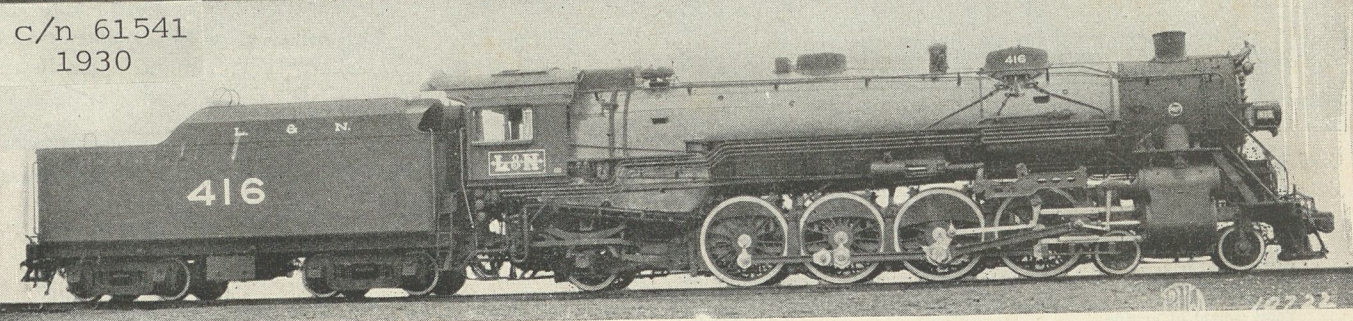
The second group of the K-5 class, from Baldwin in 1923 eight engines noed 264-271, followed the USRA design. #271 c/n 56131 and the 266 c/n 55992.

On its 35th birthday in 1956, L&N estimated that the Pan-American had earned more than 40 million dollars for the Old Reliable by carrying more than 12 million passengers.



The "Pan American" arrives at Nashville

c/n 61541
1930



Louisville & Nashville 4-8-2 (Mountain) Type Locomotive for Passenger Service. Class L-1; Road Nos. 416-421. Built by The Baldwin Locomotive Works.

Tractive force 55,860 lb.
Cylinders, diameter and stroke 27 in. x 30 in.
Drivers, diameter 70 in.
Weight on front truck 226,910 lb.
Weight on drivers 57,280 lb.
Weight on trailing truck 53,540 lb.
Total weight of engine 337,730 lb.
Weight of tender, loaded 196,000 lb.

Driving wheel base 18 ft. 3 in.
Total engine wheel base 40 ft. 0 in.
Fuel Soft coal
Grate area 70.8 sq. ft.
Steam pressure 210 lb.
Evaporative heating surface 415 + 3608 = 4023 sq. ft.
Superheating surface (Type A) 1087 sq. ft.
Tender capacity 10,000 gal., 19 tons



Advertisement of the National Life and Accident Insurance Company, owners of Station WSM, advertising the daily-except Sunday broadcast of The Pan-American. This was issued during the time the program went on the air at 5:07 p. m.

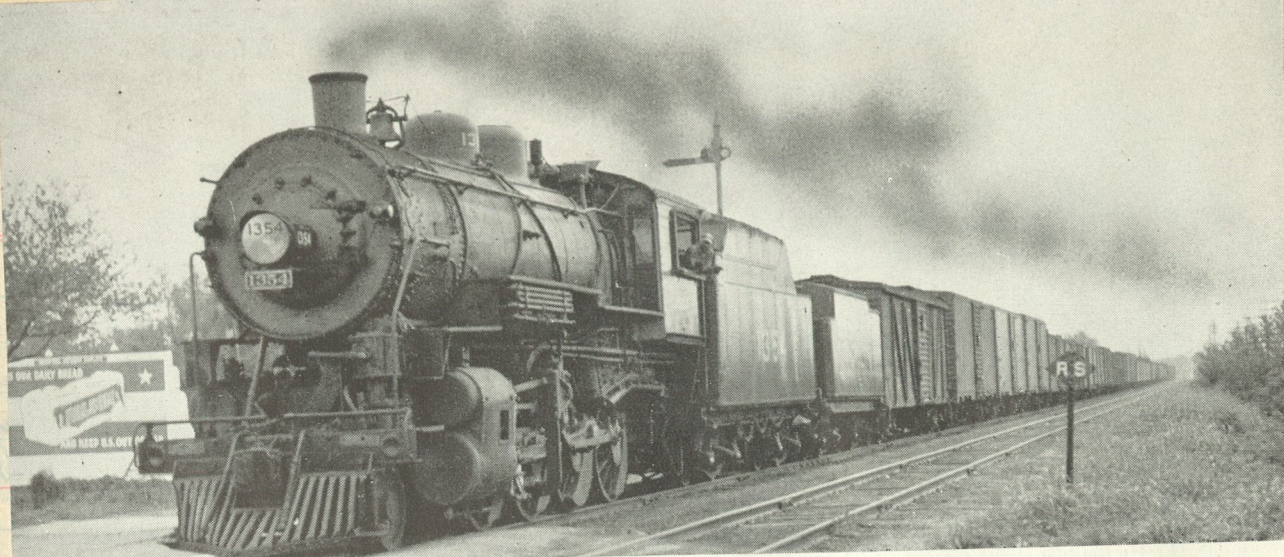
There would be a dramatic hush as listeners crowded a little closer to the loudspeakers of their radios. Then in the distance, one could hear the faint click-click of the trucks rolling over the rails. The sound gradually grew louder. Suddenly there would be that familiar moan of the old steam locomotive whistle — two longs, a short, and another long. By then, the train would almost be adjacent to the microphone. The full roar of the train as it swept by, came through the loudspeaker of the radio with such reality that it seemed about to burst right into the room. The sounds then died in the distance — the Pan-American had passed.

as Marietta & North Georgia #11
dwin [c/n 9597] 1888. To Atlanta,
lle & Northern #11, then to
ass D-15 #138.



em

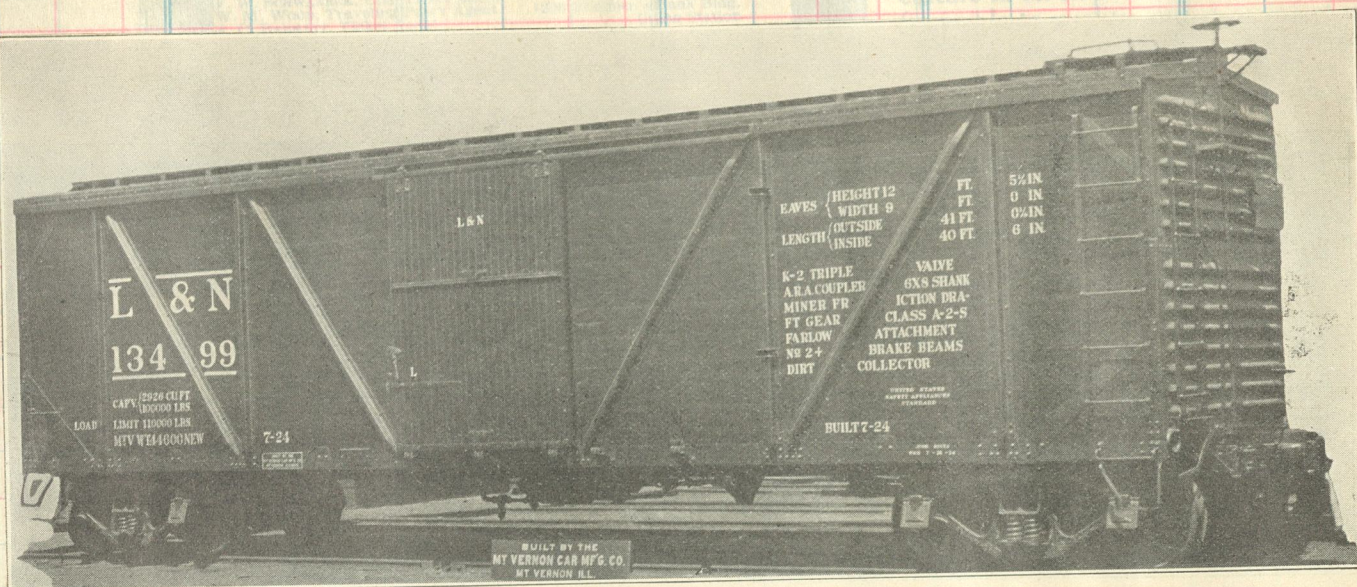
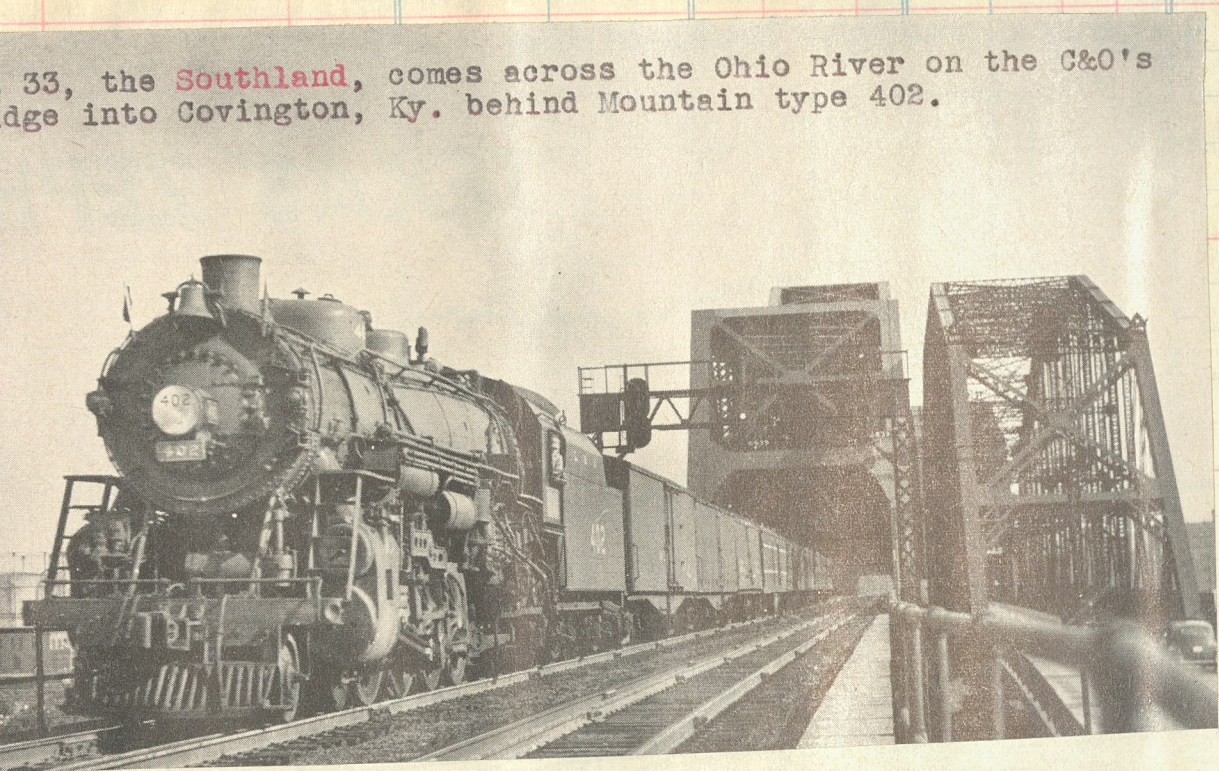
s. No.



Consolidation #1354
blt at So. Louisville
in 1913 c/n 207.
Shown here fitted
with auxiliary tank.

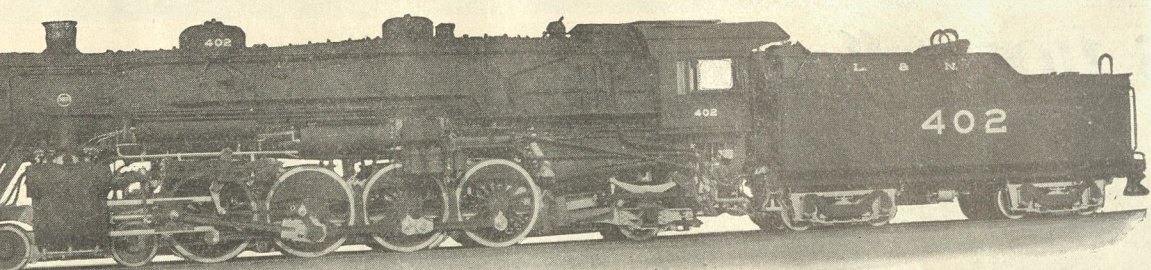
The "Silver Bullet," or No. 71, fast freight train, whose schedule was streamlined in the fall of 1938.

33, the **Southland**, comes across the Ohio River on the C&O's
dge into Covington, Ky. behind Mountain type 402.



12000-13999

50-Ton Capacity Single Sheathed Box Car.



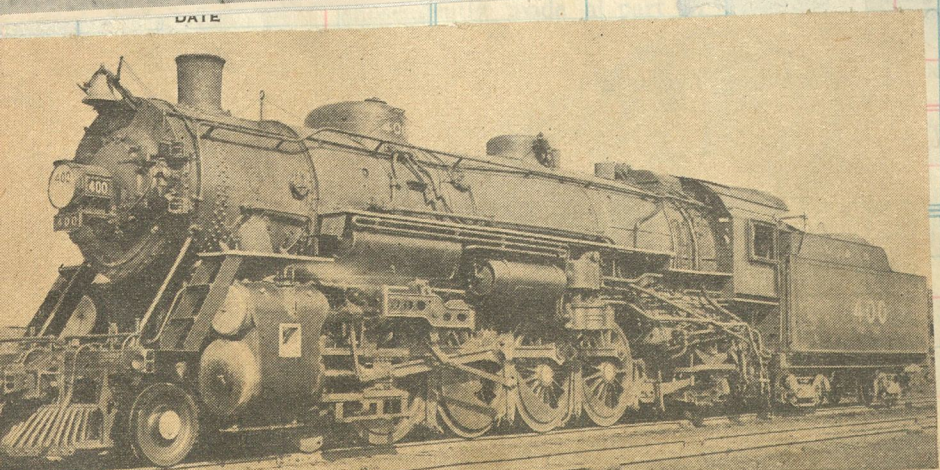
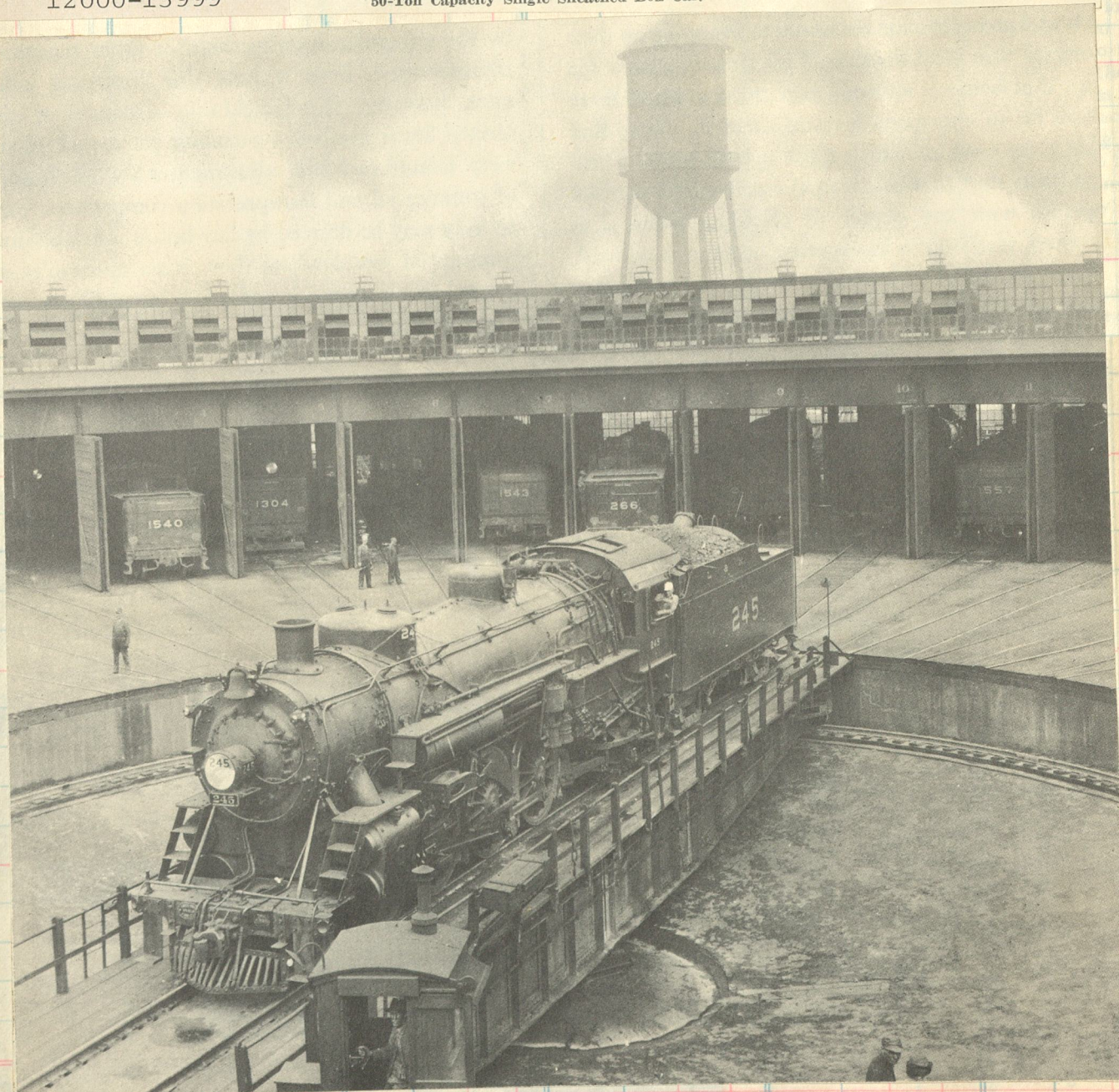
02-415

Construction No. 58,910

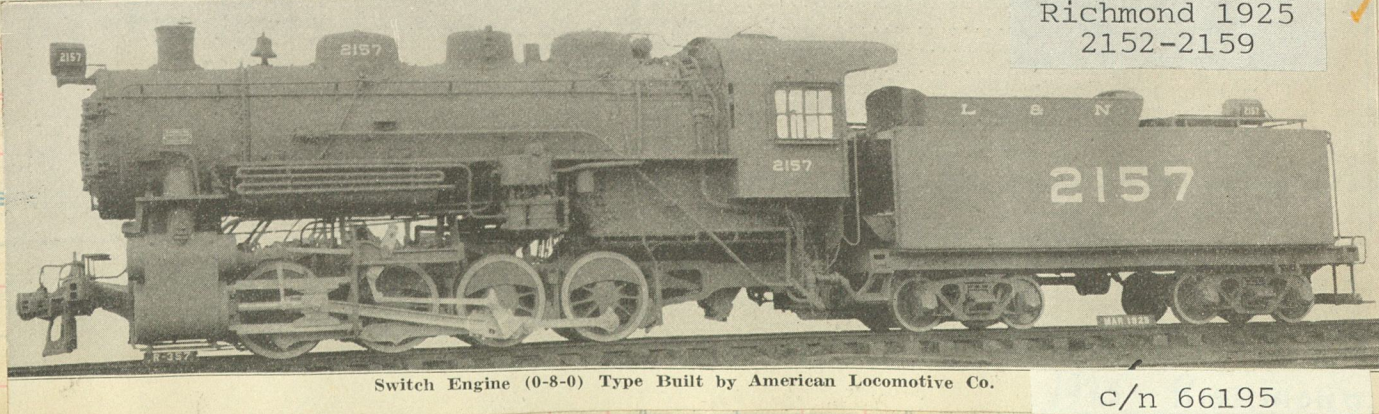
Baldwin 1926

of Montgomery, Ala., in 1941 the Crescent Limited
ound behind the tank of light U.S.R.A. Mountain-type
e Louisville & Nashville.

CRESCENT LIMITED



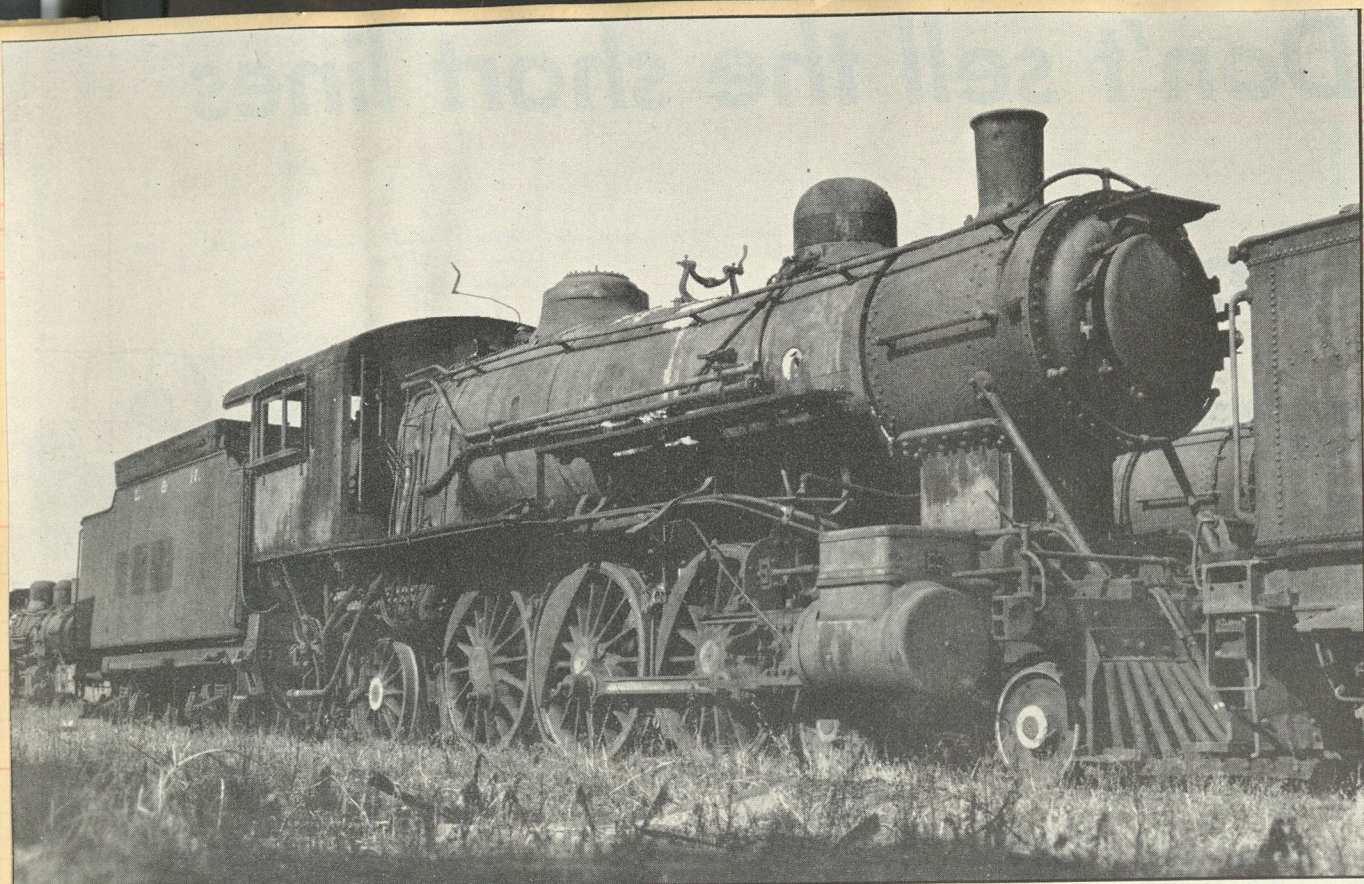
400-401
Baldwin 1925
c/n 58877



Richmond 1925
2152-2159

Switch Engine (0-8-0) Type Built by American Locomotive Co.

c/n 66195



E. G. Baker.

Old and forgotten

SHE was really only one of many. A Pacific of cultured design with a high boiler and a large cab. Slide valves, Stephenson gear, inboard trailers. Company shops built her in 1907. Then came the limiteds, next the secondary varnish, finally the plug runs. And then . . . well, Strawberry accepted her then.

Strawberry. An odd name for a graveyard of old and obsolete and forgotten locomotives, perhaps. But before the market crash it had been a busy terminal — active with the smoke of many switchers and the roll of many cars. When traffic fell, they pulled the switchers out and locked up the yard office and pulled the searchlights off the high girder towers.

And then Strawberry's many sidings gathered the brown-red rust of many seasons. The paths worn distinct by the car checkers filled up with weeds; the tracks were filled up with bad-order box cars and the old and obsolete and forgotten locomotives.

Have you ever observed a proud locomotive that has been cast out into the weeds and the weather to rust? It is an experience one never forgets.

To enter Strawberry, you crossed the double-track Nashville main line, climbed over the wire fence, and walked through the eternal weeds to the long ranks of the old and the obsolete and the forgotten.

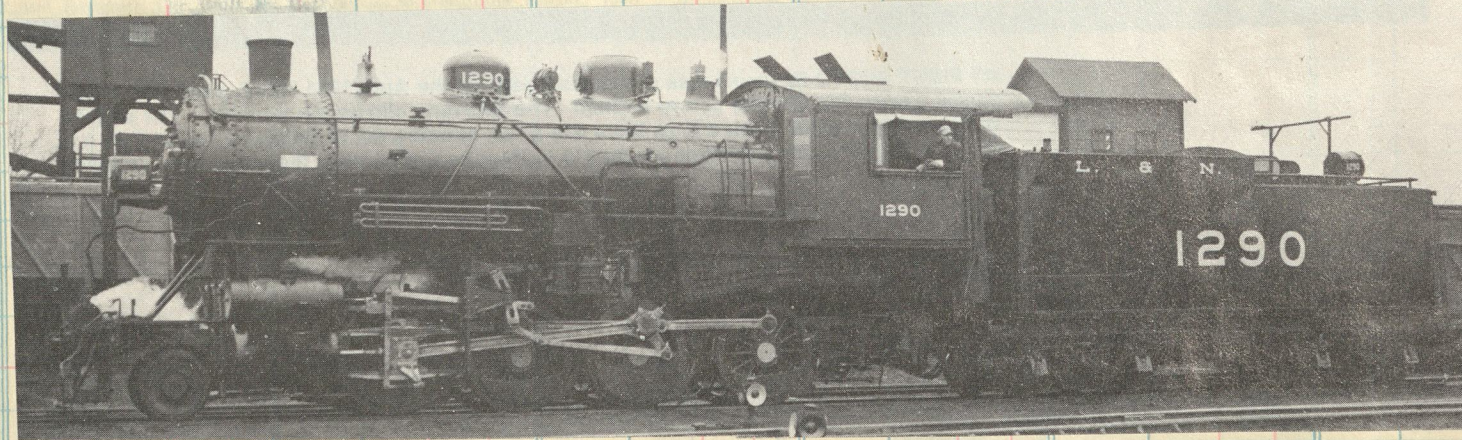
She stood out there in the company of other locomotives: Consolidations, 4-6-0's, one American Standard, two experimentals, a set of switchers. All had once been bright in shiny black; all had once known the white heat of a good fire, the sway of speed building up, and the custom of a regular stall in the house. Strawberry ended all that. Strawberry offered only the sad peace of loneliness — and the corrosion of the wind, the rain, the snows.

The wind out of a gray, bleak fall sky would flap the remnants of a cab curtain and rustle the weeds around driver flanges. The Pacific's bell was missing, her headlight was gone, her inner smokebox door stood ajar.

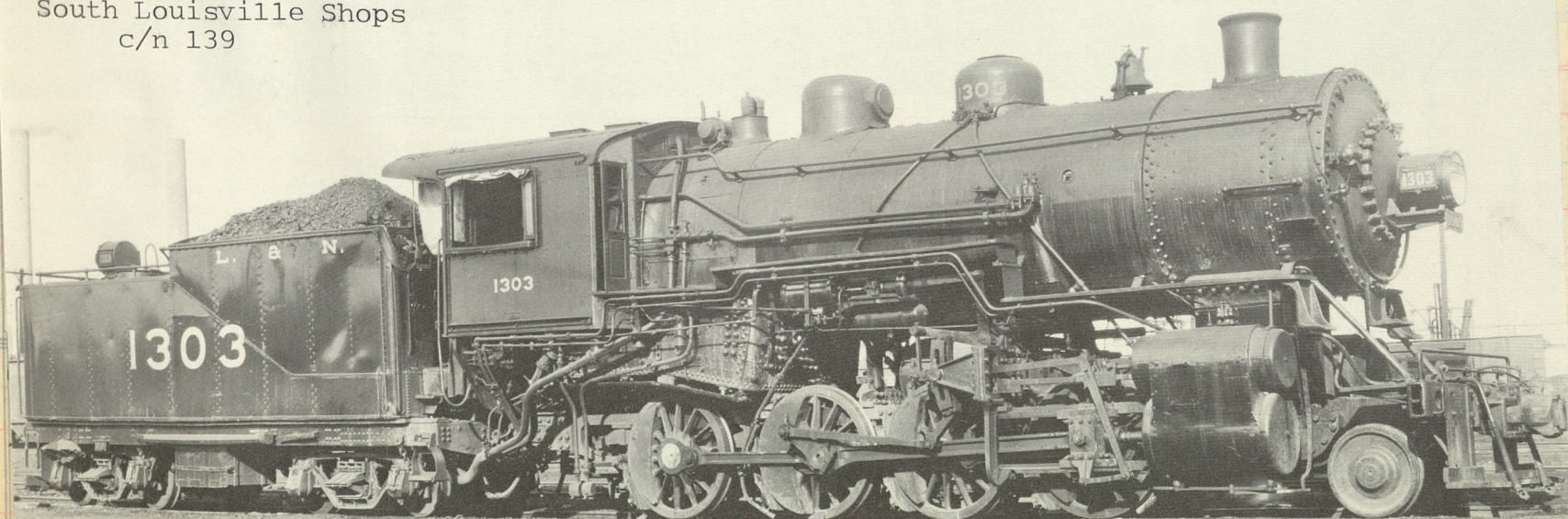
The men with blowtorches and electric magnet cranes came in 1939. From foundry to scrap in 32 years. Without ceremony or style they went to work on the Pacific, cutting her up, swinging the lacerated and broken tubes and running gear into a nearby gondola.

Strawberry is a busy terminal again — active now with the growl of many diesels and the roll of many cars. The old and obsolete and forgotten locomotives have been forgotten. — D.P.M.

The 1290 and 1303, two of twenty five sturdy Consolidations built by the L&N in 1911. Class H-28 noed 1281-1305.



South Louisville Shops
c/n 139

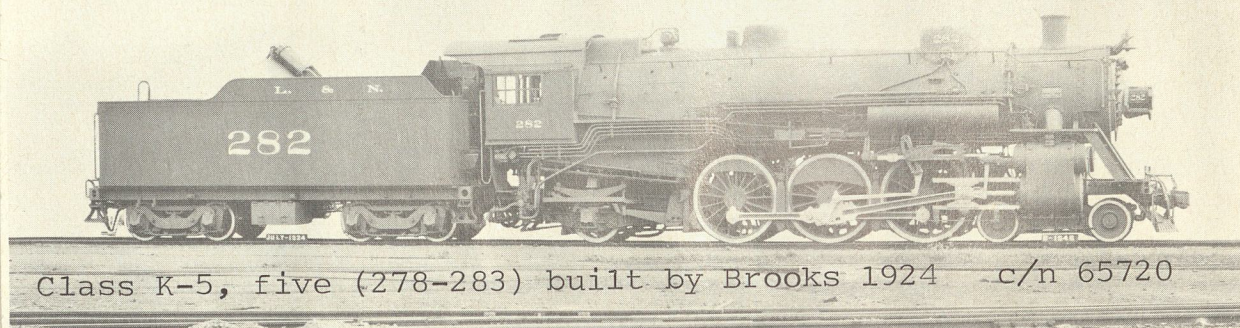


William Barham-Ivan Oaks photograph

SLEEK AND SILVER TRIMMED

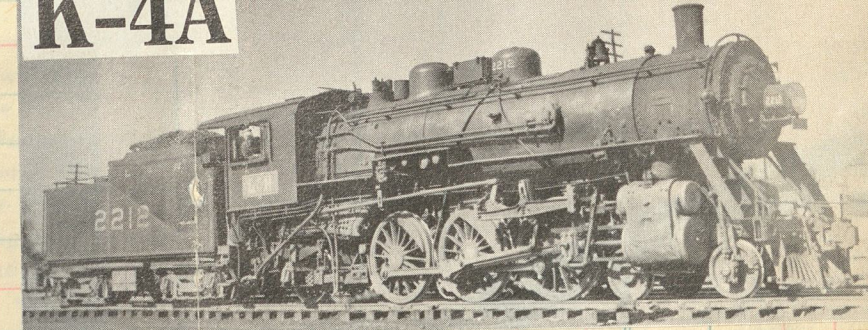
The Louisville and Nashville's Dixieland, No. 91, southbound behind a meticulously groomed Pacific near East St. Louis, Illinois.

The final Pacifics for the L&N



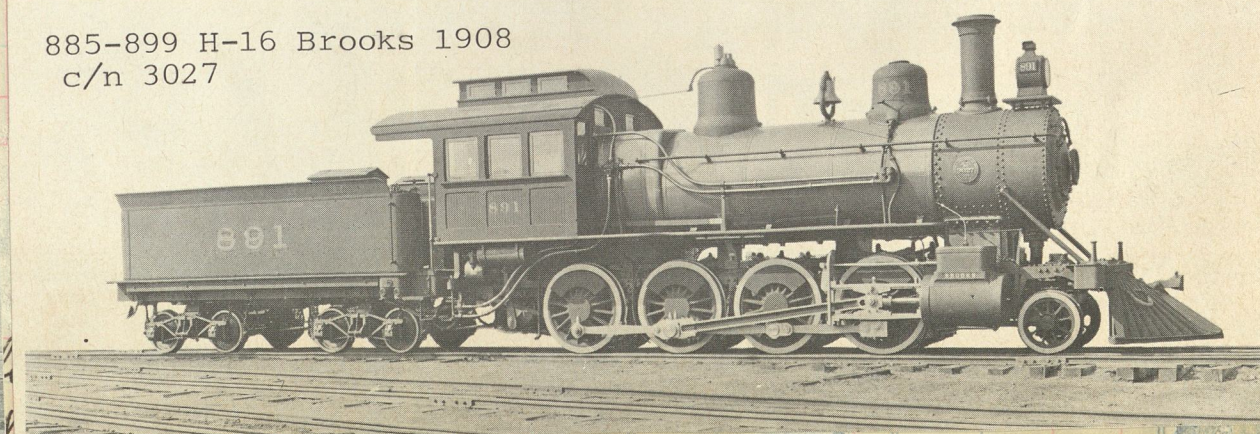
Class K-5, five (278-283) built by Brooks 1924 c/n 65720

K-4A



The only passenger engines on the L&N to carry four digit numbers, 2212-2215. Bt at So Louisville 1914, class K-4a

885-899 H-16 Brooks 1908
c/n 3027

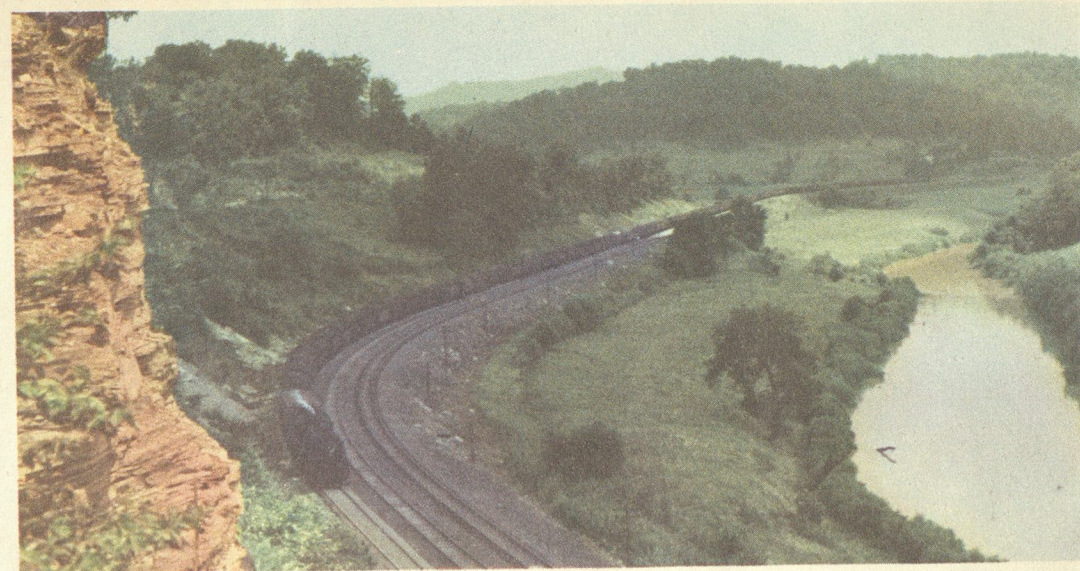


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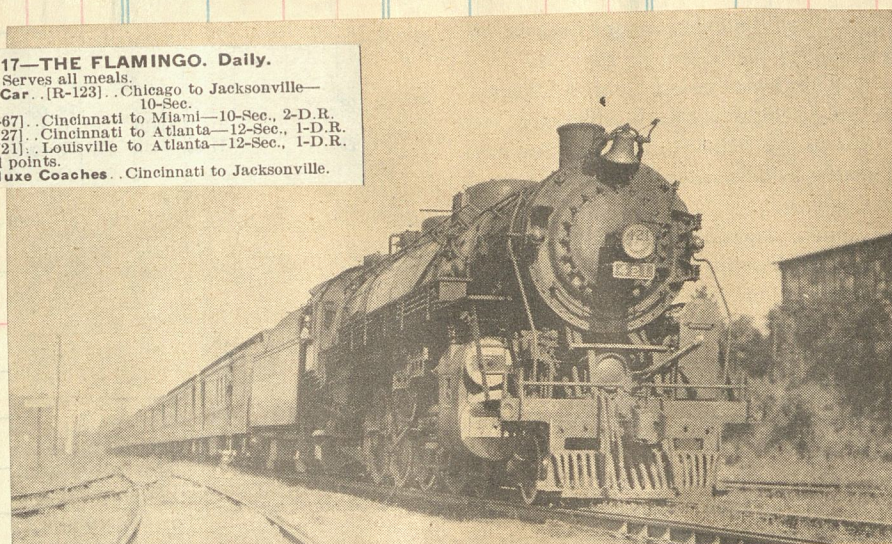
14



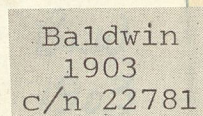
Clo



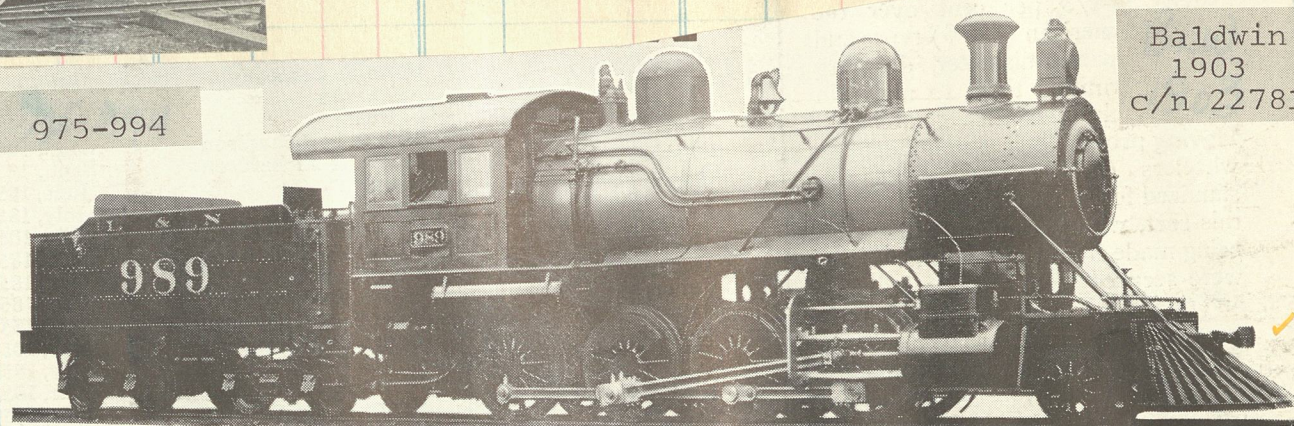
Sold		Amount
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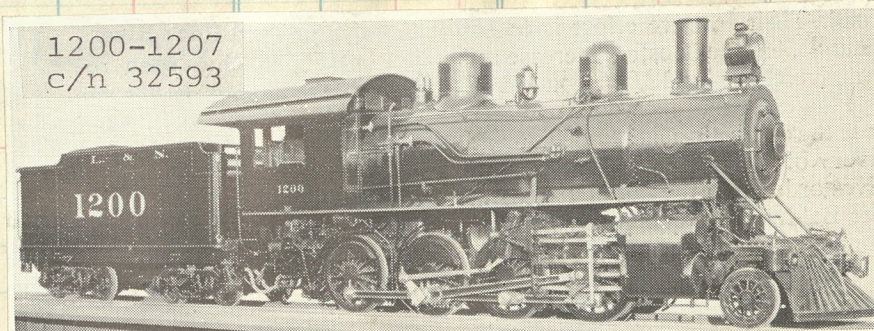
Richard E. Prince Jr.



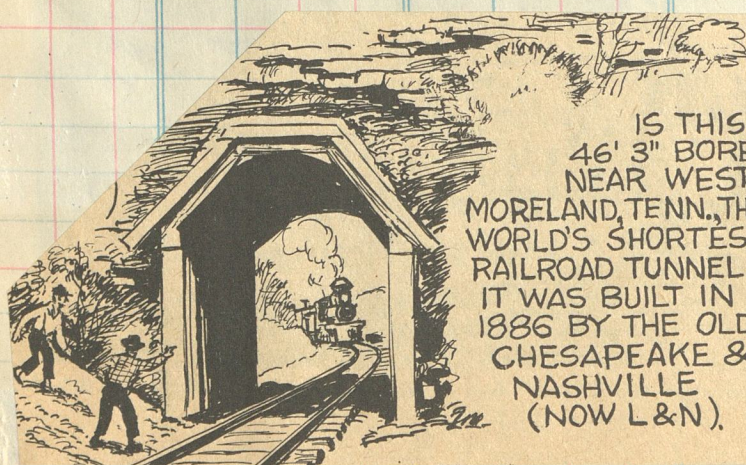
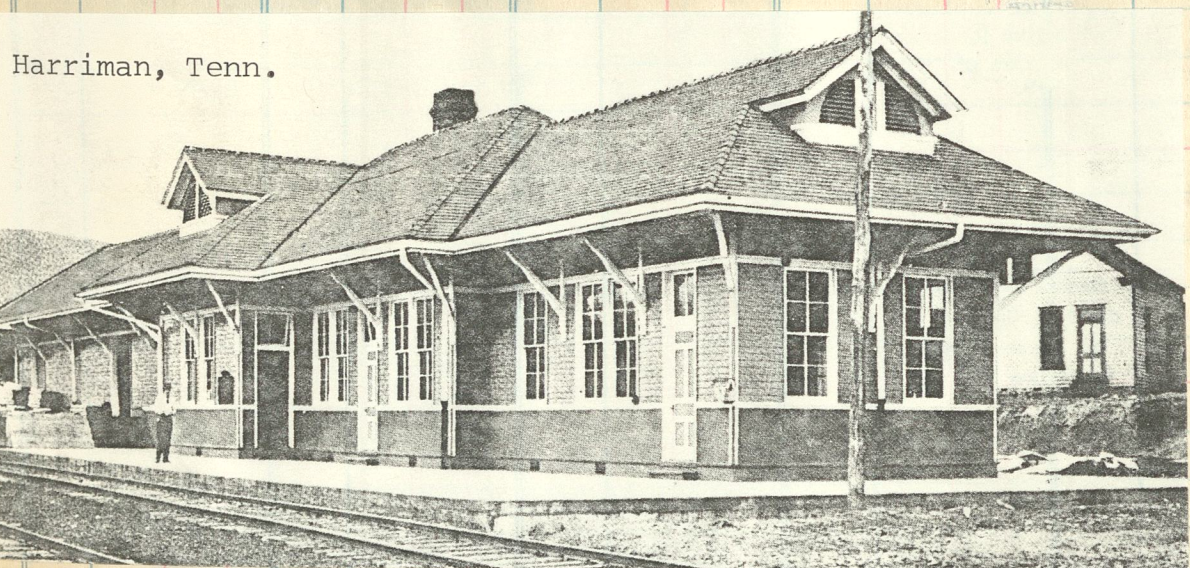
975-994



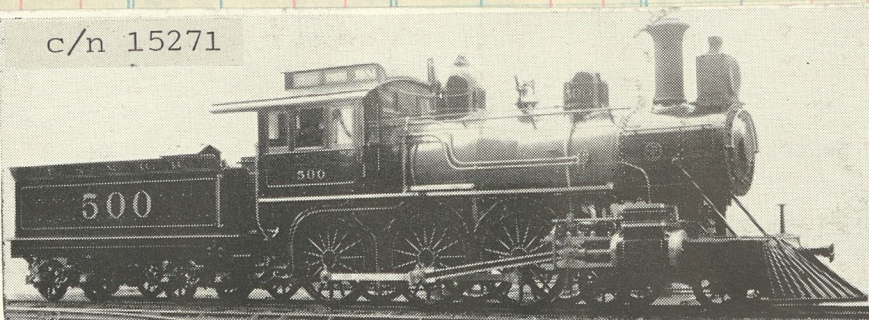
1200-1207
c/n 32593



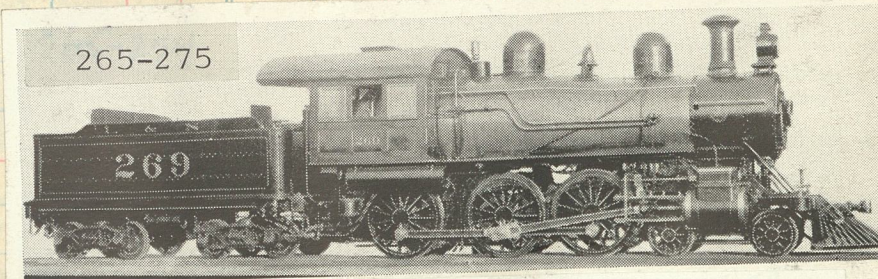
No. 1200, a 2-8-0 or Consolidation type freight engine, built for the L. & N. by Baldwin in 1908.



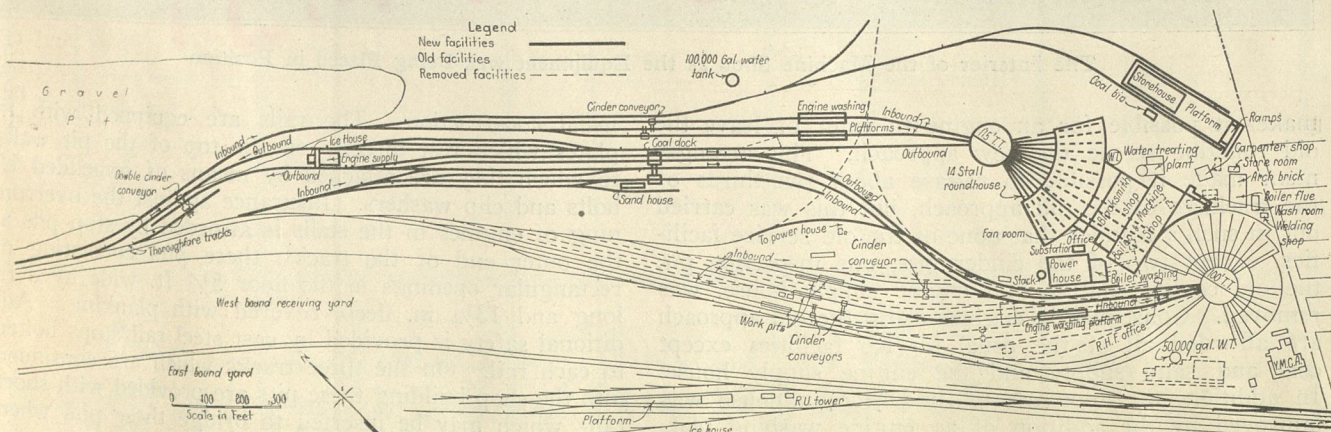
IS THIS
46' 3" BORE
NEAR WEST-
MORELAND, TENN., THE
WORLD'S SHORTEST
RAILROAD TUNNEL?
IT WAS BUILT IN
1886 BY THE OLD
CHESAPEAKE &
NASHVILLE
(NOW L&N).



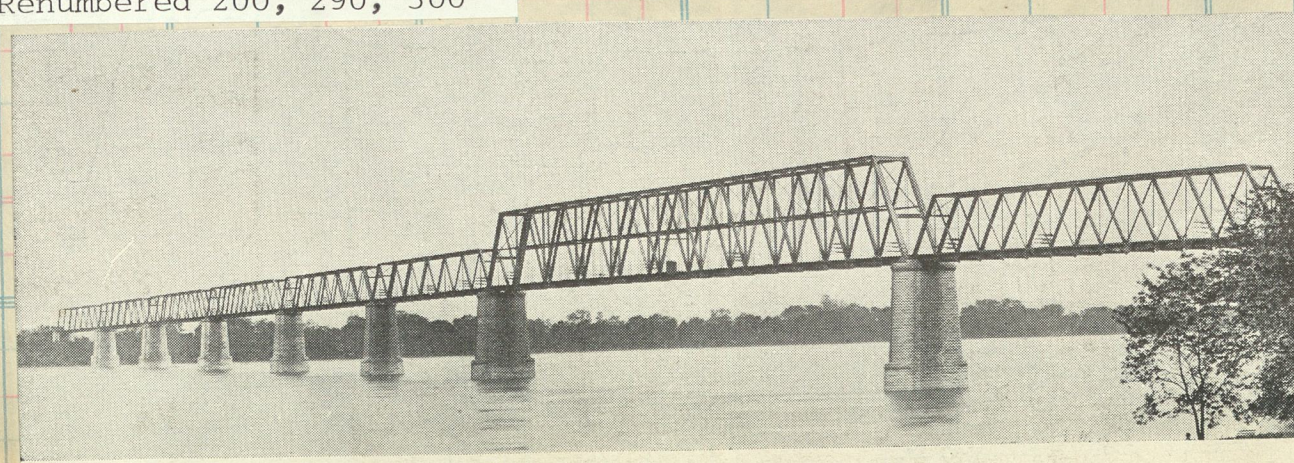
No. 500, a 4-6-0 or 10-Wheel type passenger engine, built for the L. & N. by the Baldwin Locomotive Works in 1897. It was exhibited at the Tennessee Centennial Exposition and was later rebuilt by the L. & N. and numbered 390.



c/n 23355 Baldwin 1903 Renoed 319

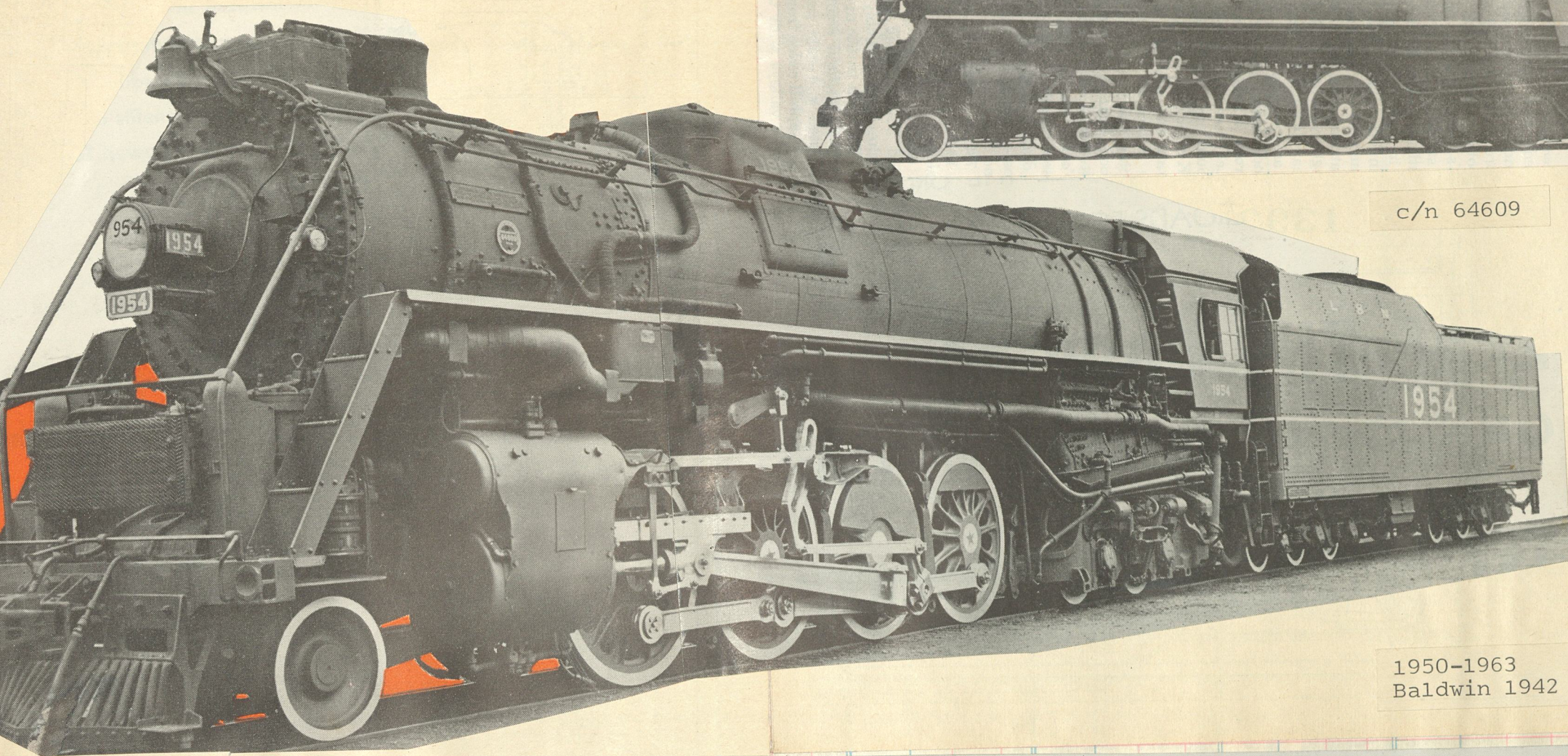


Track Layout for the Engine Terminal Facilities at Russell, Ky.



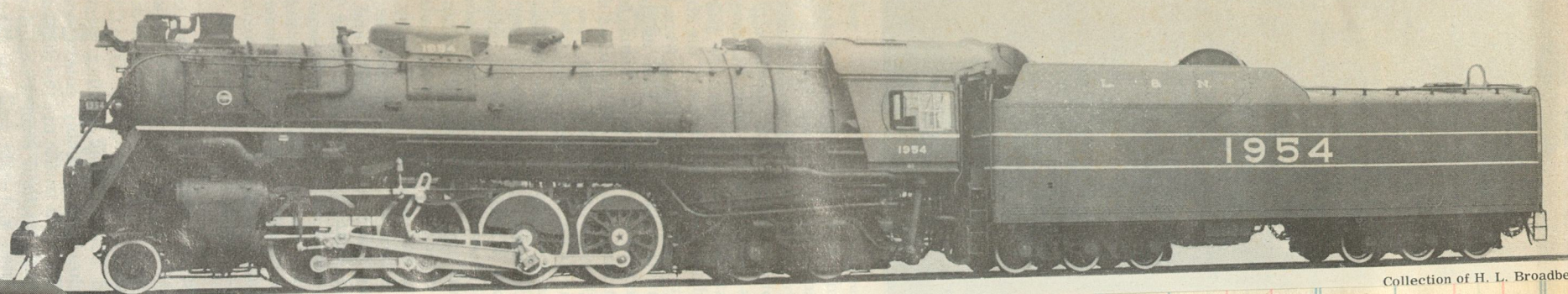
The completed original Henderson bridge which carried L. & N. trains across the Ohio for 47 years.

1926



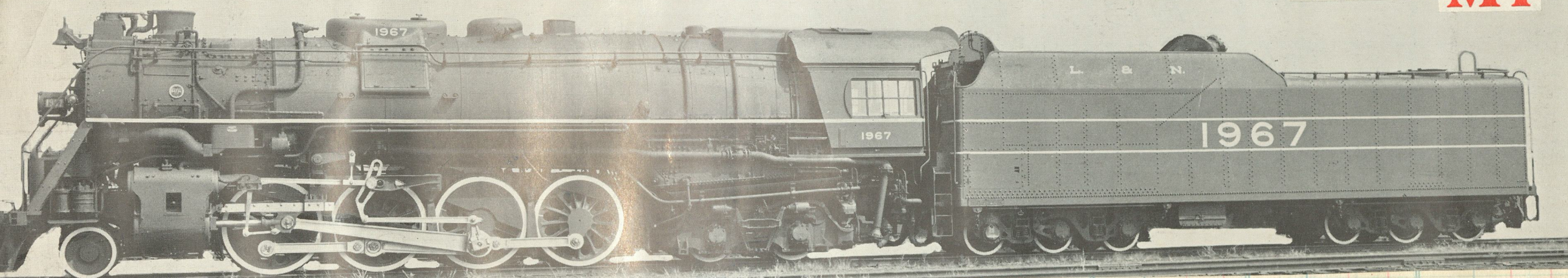
c/n 64609

1950-1963
Baldwin 1942



Collection of H. L. Broadbelt.

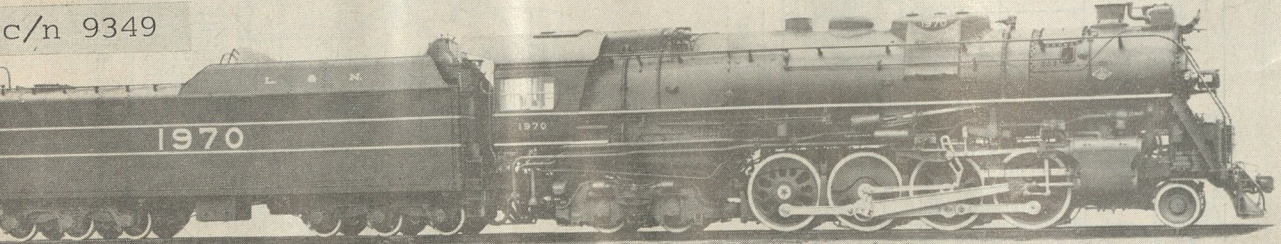
Over a decade had lapsed without the L&N adding any new power to the roster. However, by 1941 it was apparent that additional engines were needed. The L&N Motive Power Department wanted to stay with four coupled engines and the 2-8-4 type was the best for the service required. The result was 42 superb engines built between 1942-49. Baldwin delivered fourteen in 1942, an additional six in 1944 and LIMA the final twenty two in 1949. Without question the finest engines ever operated on the L&N.



c/n 64726

M-1

The last engines built for the "Old Reliable"



c/n 9349

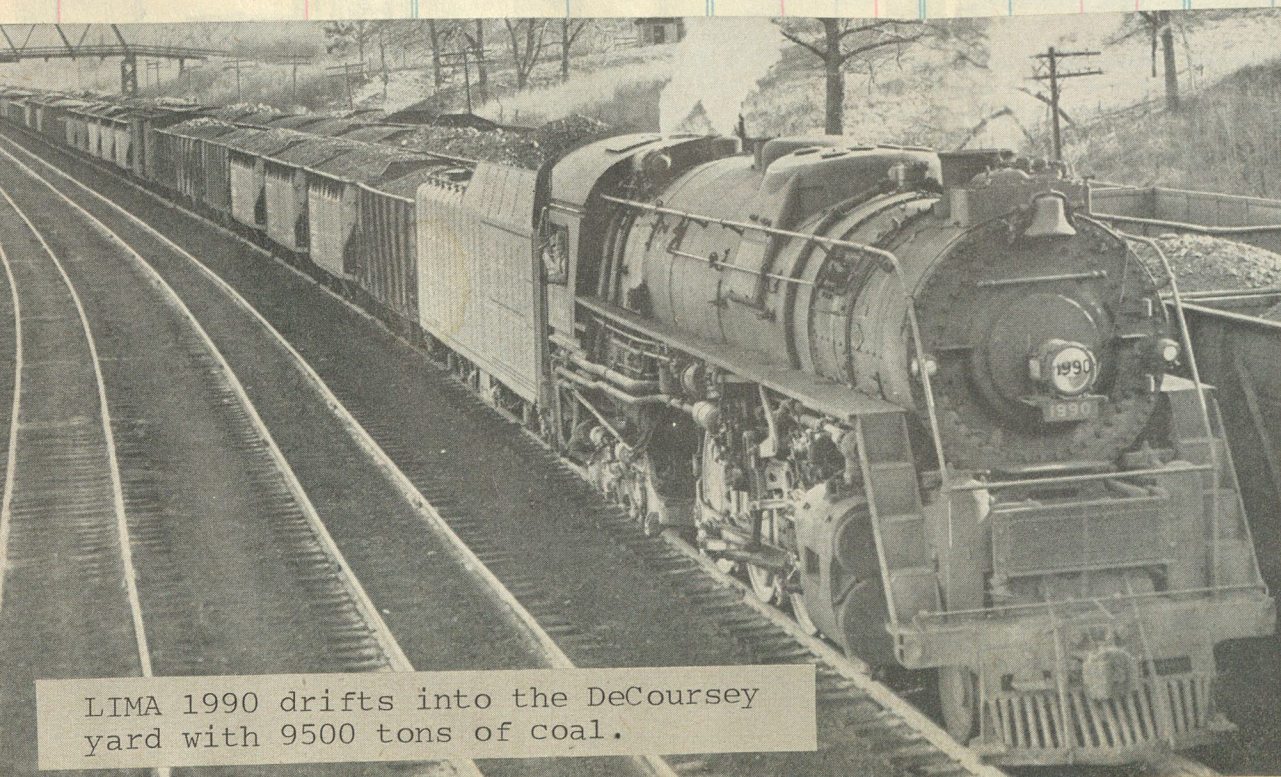
Louisville & Nashville 2-8-4 Type Locomotive, Class M-1, with Booster for freight service; Class M-1, Road Nos. 1970-1991. Built by the Lima Locomotive Works, Inc., Division of Lima-Hamilton Corp. 1949

Tractive force, engine 65,290 lb.
Tractive force, booster 14,000 lb.
Cylinders, diameter and stroke 25 in. x 32 in.
Drivers, diameter 69 in.
Weight on drivers 265,500 lb.
Weight on front truck 127,700 lb.
Weight on trailing truck 127,700 lb.
Total weight of engine 448,100 lb.
Weight of tender, 3/4 load 308,900 lb.

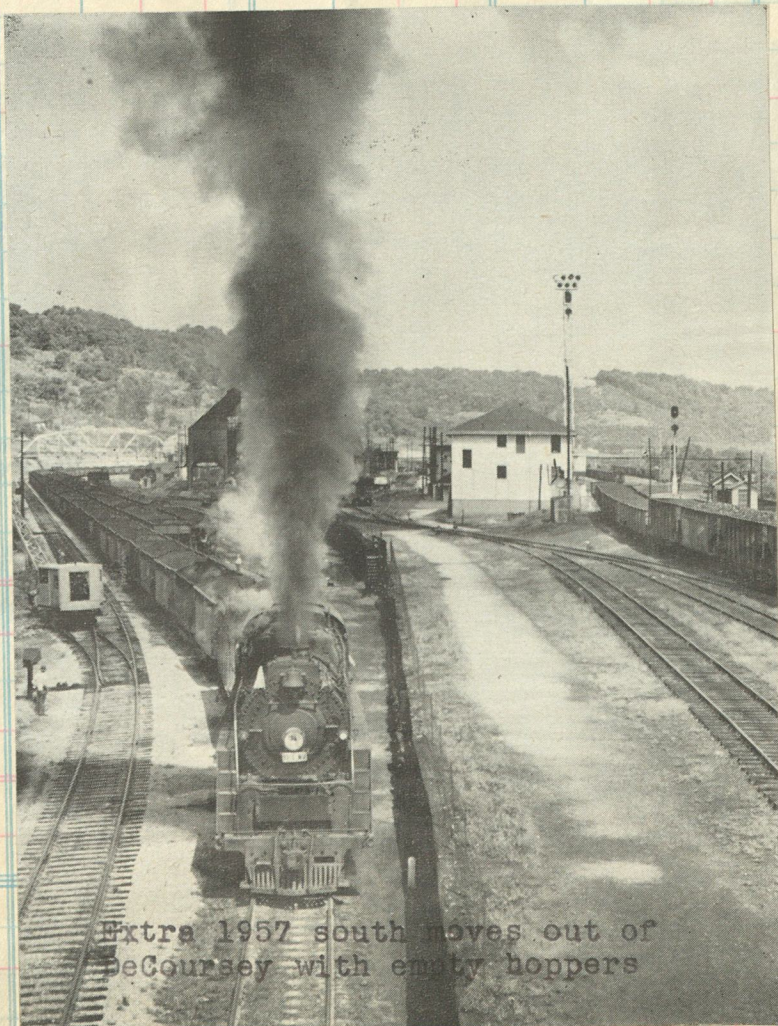
Driving wheel base 18 ft. 3 in.
Total engine wheel base 42 ft. 4 in.
Fuel Soft coal
Grate area 90.2 sq. ft.
Weight of grate 265 lb.
Evaporative heating surface 4,633 sq. ft.
Superheating surface (Type E) 1,908 sq. ft.
Tender capacity 22,000 gal., 25 tons

Louisville & Nashville Berkshire type freight locomotive

Road numbers of this series	1964-1969	Weight on leading truck, lbs.	51,600
Built	Baldwin, 1944	Weight on trailing truck, lbs.	127,400
Cylinders, diameter and stroke, in.	25 x 32	Weight of engine and tender, lbs.	750,200
Diameter of drivers, in.	69	Grate area, sq. ft.	90.2
Tractive force, lbs.	65,290	Evaporative heating surface, sq. ft.	4,654.3
Boiler pressure, lbs. per sq. in.	265	Superheater heating surface, sq. ft.	1,908
Total weight of engine, lbs.	447,200	Tender capacity: Tons of coal	24
Weight on drivers, lbs.	268,200	Gallons of water	22,000



LIMA 1990 drifts into the DeCoursey yard with 9500 tons of coal.

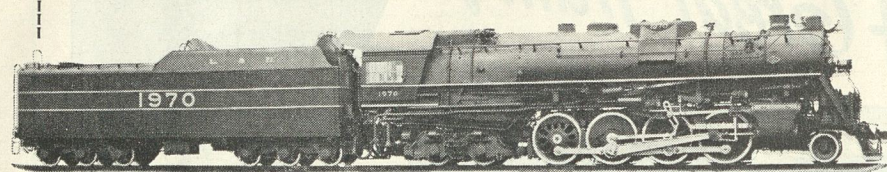


Extra 1957 south moves out of DeCoursey with empty hoppers





Swinging thru the reverse curves of the Cumberland Valley Division in the lush green of summer, the 1986 with a consist picked up at Loyall rolls westward for Corbin. This line was built as the Wasioto & Black Mountain, later the Kentucky and Virginia; became part of the L & N system in 1915.



22 for the L & N

by LIMA-HAMILTON

Some pertinent data:

WE ARE NOW delivering an order of 22 locomotives of the 2-8-4 type to the Louisville and Nashville Railroad Co.

Modern steam locomotives like these will show a good return on their investment. With planned scheduling, they can deliver more ton-miles of freight per dollar of investment than any other type of locomotive.

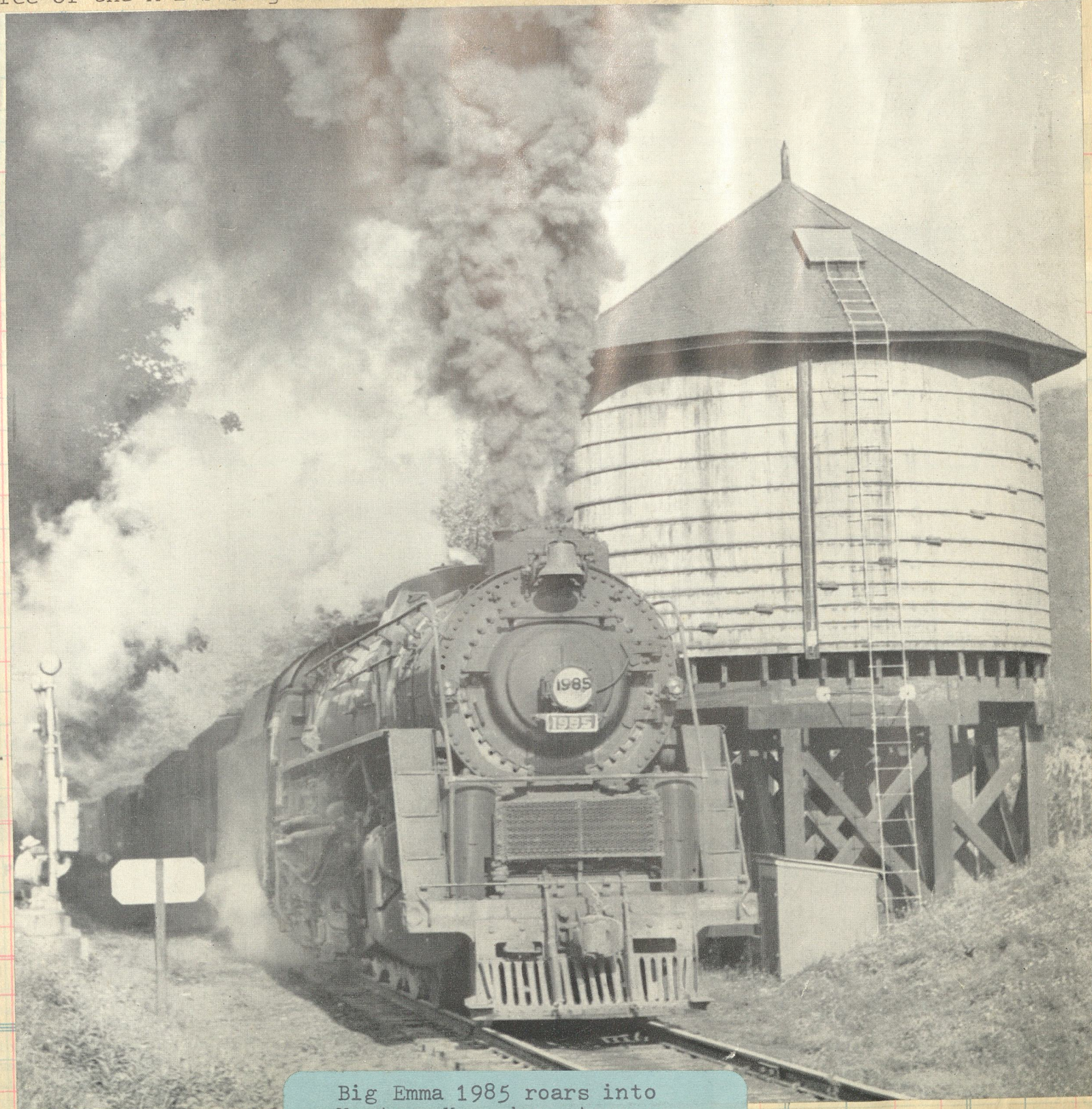
Class M-1
Service: Freight
Road Nos.: 1970-1991
Tractive Force, with Booster: 79,290 lb.
Cylinders: 25" x 32"
Drivers, Diameter: 69"
Weight on Drivers: 267,500 lb.
Weight on Front Truck: 52,900 lb.
Weight on Trailing Truck: 127,700 lb.
Total Weight of Engine: 448,100 lb.
Fuel: Soft Coal
Grate Area: 90 sq. ft.
Steam Pressure: 265 lb.
Tender Capacity: 22,000 gal., 25 tons

DIVISIONS: Lima, Ohio — Lima Locomotive Works Division; Lima Shovel and Crane Division. Hamilton, Ohio — Hooven, Owens, Rentschler Co., Niles Tool Works Co. Middletown, Ohio — The United Welding Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.



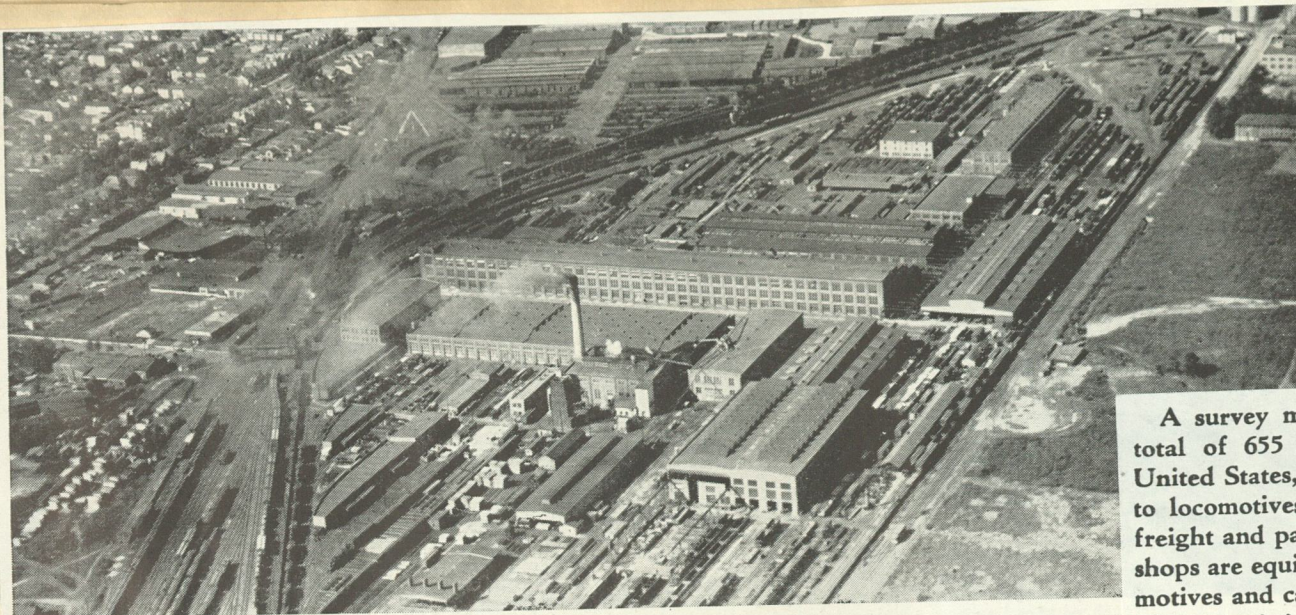
Three of the M-1's slug it out with 110 cars of coal on Eastern Kentucky Division



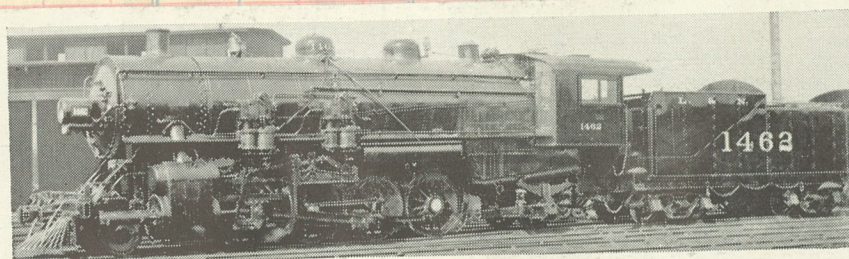
Big Emma 1985 roars into Norton, Va. where tonnage will be interchanged with the Interstate and N.& W.



Locomotive repair section of the machine shop, South Louisville, Ky.



An aerial view of a portion of South Louisville Shops as the plant appears today.

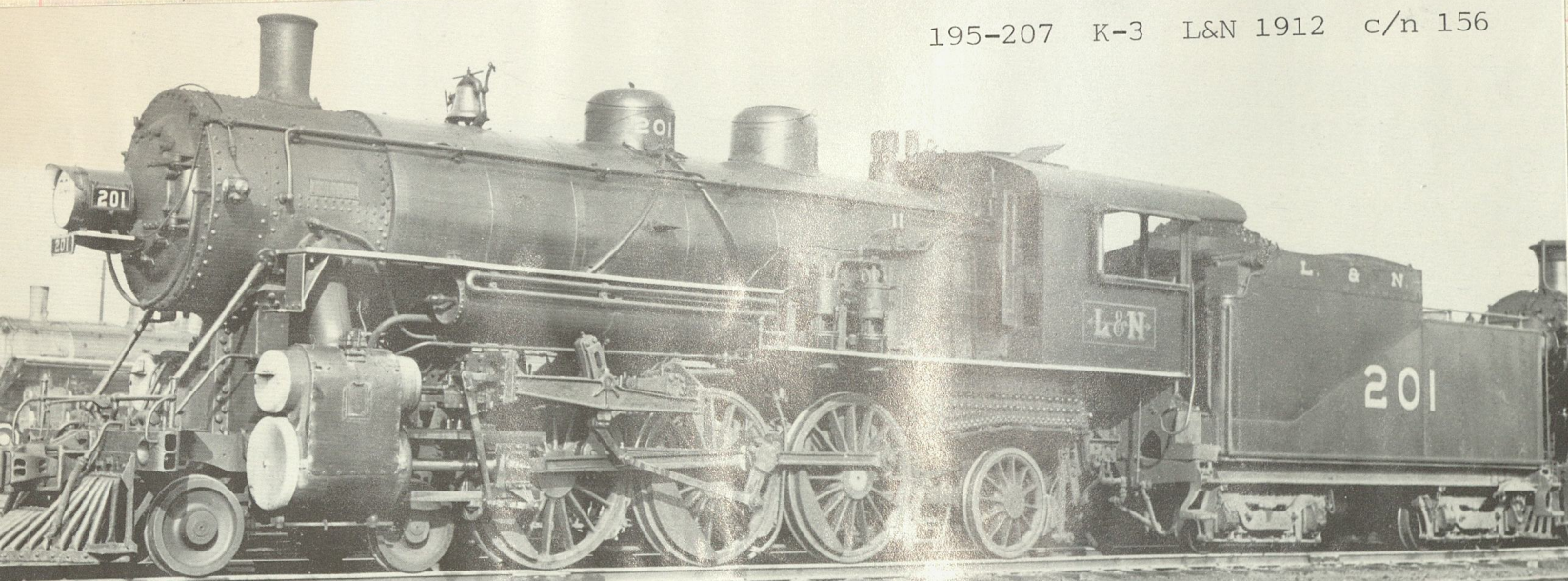


No. 1462, a Mikado or 2-8-2 type of freight engine built by the L. & N. in 1918.

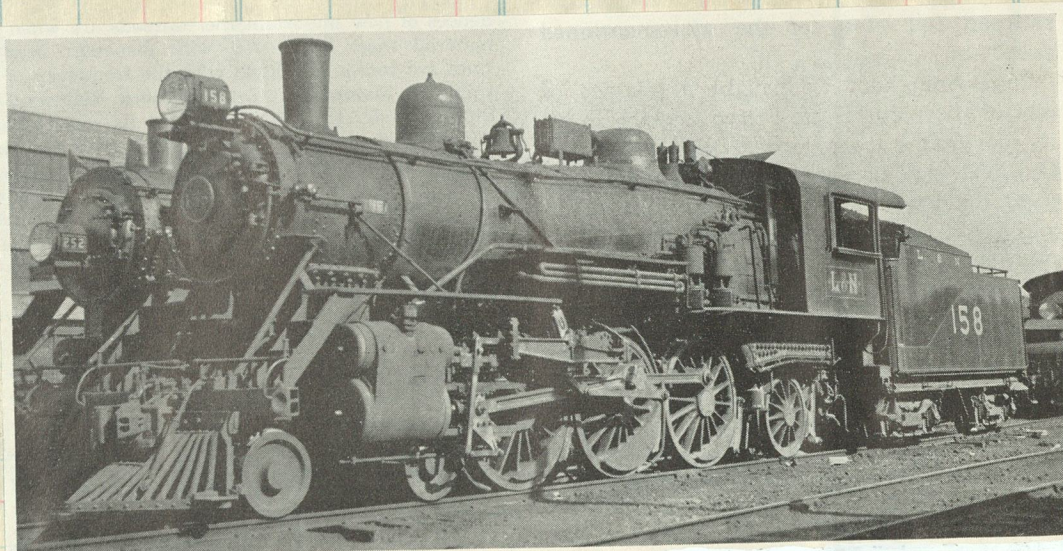
1462-1479 J-2 c/n336

A survey made in January, 1945, indicated a total of 655 major railway shop plants in the United States, of which 315 are for heavy repairs to locomotives and 340 are for heavy repairs to freight and passenger cars. Many of these railway shops are equipped to build as well as repair locomotives and cars. In addition to these large shops, often consisting of groups of buildings covering many acres, the railroads operate hundreds of smaller plants, such as roundhouses and terminal shops engaged in making light and running repairs to railway equipment.

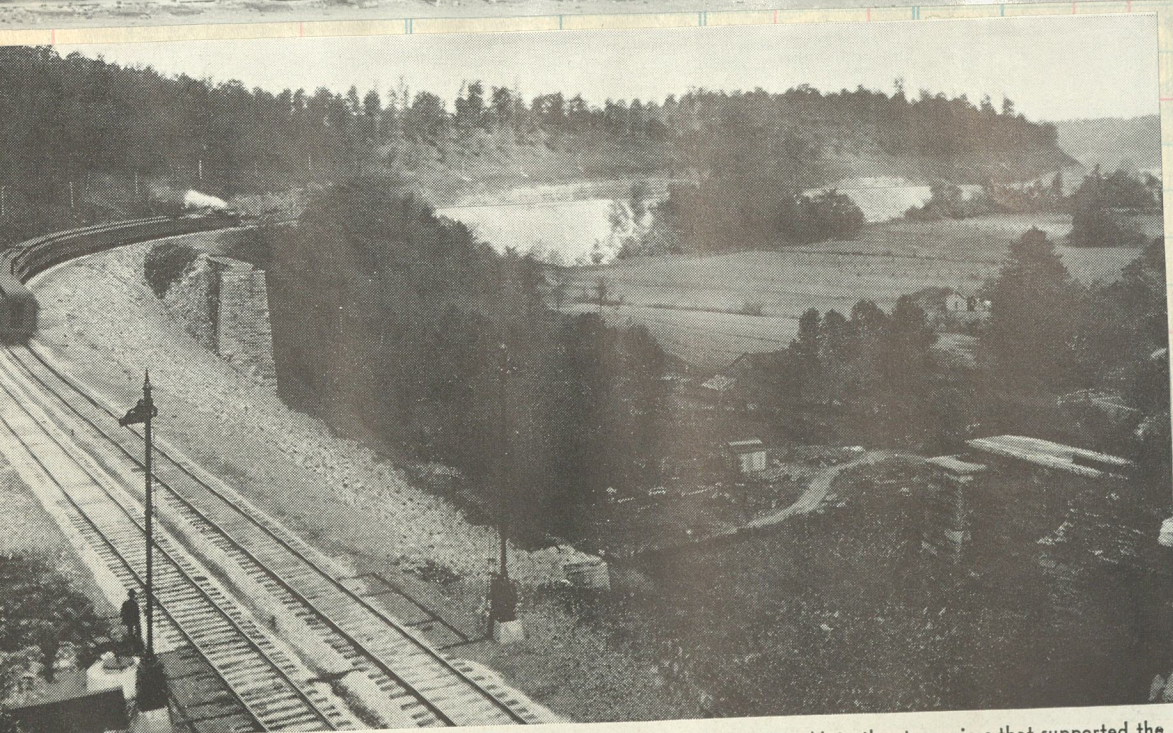
South Louisville Shops - Over 35 buildings on 50 acres of ground. Opened in Aug. 1905 and fully completed in 1907. Cost was \$2,396,644.52. The Super. of Shops has been Mr. E. O. Rollings, job he has held since Nov. 1910. In the decade 1905-1915 these shops constructed 282 engines, 184 passenger cars; 400 box, 9,430 gons, 1,600 hoppers, 250 ore, 1,200 flat, 200 reefers, 300 stock, 300 coke, 78 acid cars and 451 "hacks"!



195-207 K-3 L&N 1912 c/n 156

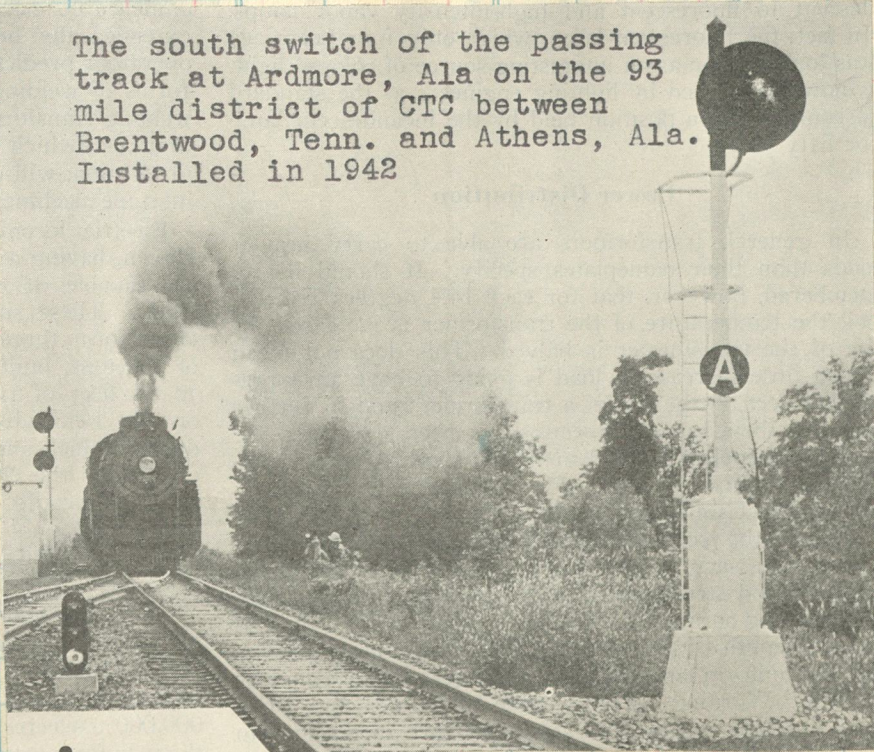


The first Pacifics built at So Louisville shops 1906 nos 155-158 class K-1. #158 was c/n 9.

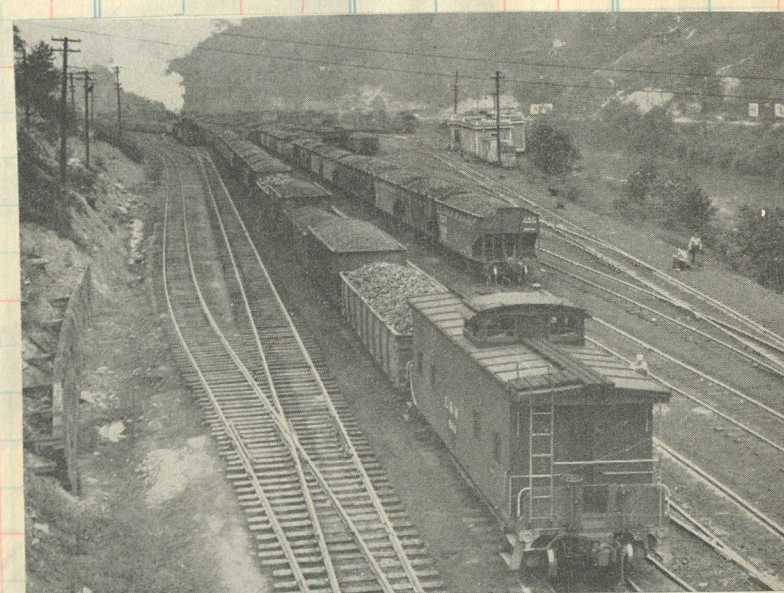


of the line on Muldraugh's Hill after the completion of the construction work in 1927. Note the stone piers that supported the original line.

The south switch of the passing track at Ardmore, Ala on the 93 mile district of CTC between Brentwood, Tenn. and Athens, Ala. Installed in 1942

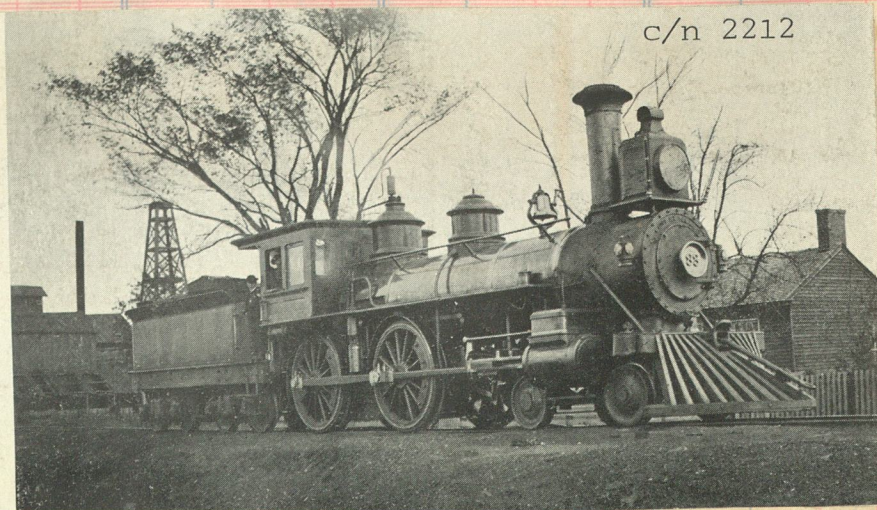


Engine 83 was one of 15 passenger locomotives, built by The Baldwin Locomotive Works in 1870. The cylinder dimensions were 17 x 24 inches, and the driving wheels were 62 inches in diameter. As originally built, this locomotive had a short smokebox and a balloon stack of the Laird pattern. The illustration shows the locomotive as partially rebuilt with an extended smokebox and straight stack. These were excellent locomotives; they ran about 50,000 miles before it was necessary to reface the valve seats, and the surface of the iron was like glass. The valves were of the slide type without balance plates. At the time the photograph was taken, engine 83 was operating on the Memphis Branch.

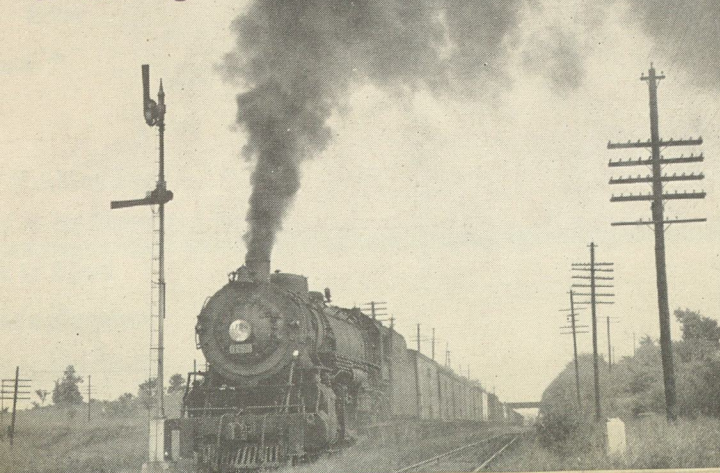


7A caboose the size of a box car brings up the tail end of a coal drag in Hazard. Gons and hoppers are loaded by grade of coal, hence slack-to-lump variety

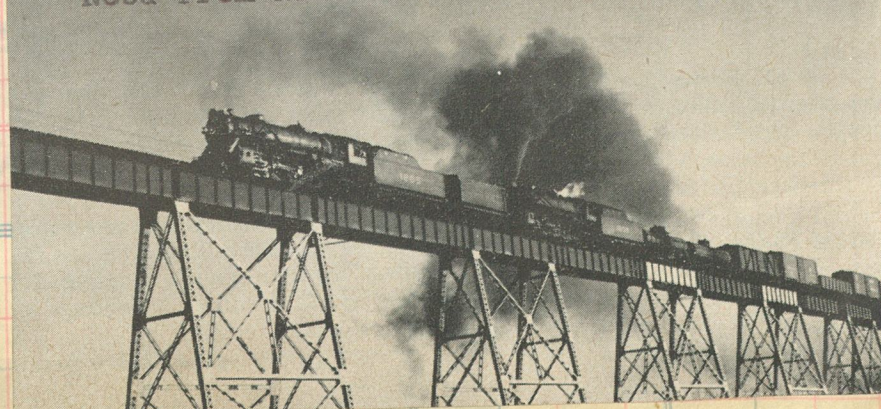
c/n 2212

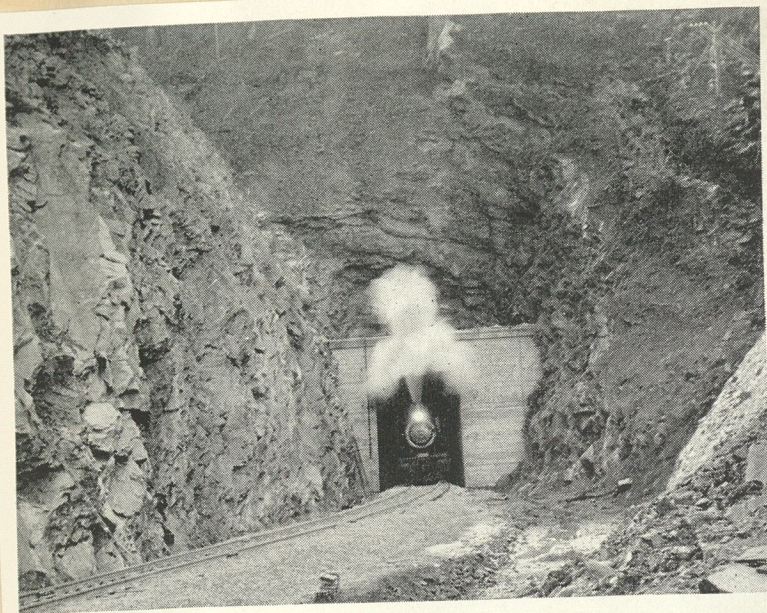


A Mike gets underway at Mayton, Tenn

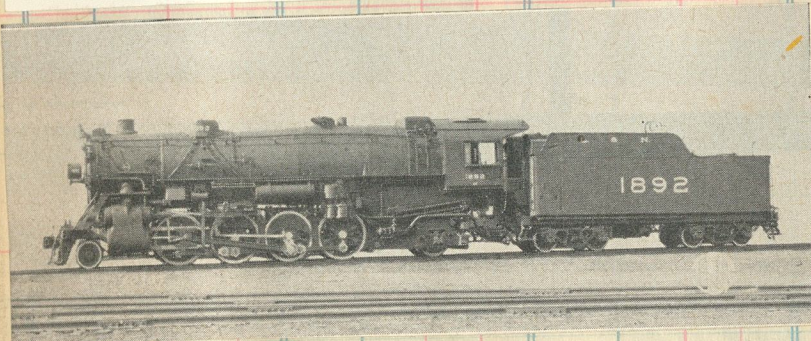


Nobd from Nashville over Cumberland R.



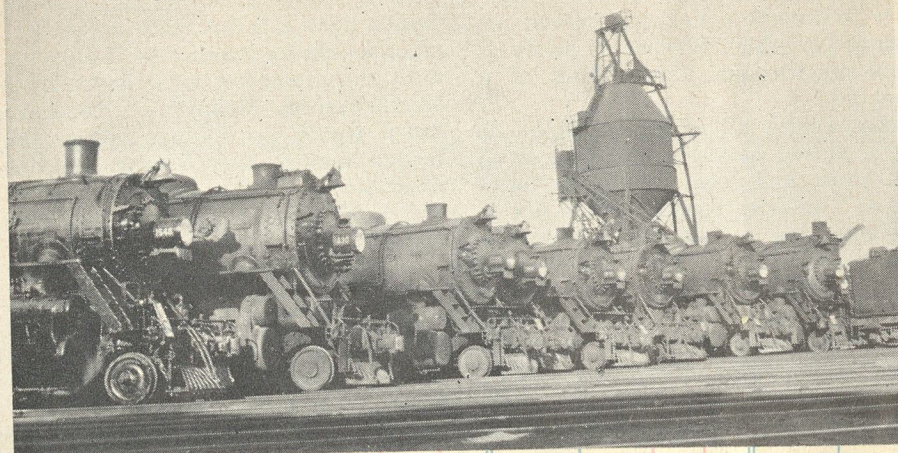


Train No. 92, engine No. 1080, emerging from the north end of Hagan's Tunnel on December 1, 1930. This was the first train to pass through the 6,215-foot tunnel under Cumberland Mountain on the C. C. & O. connection.



Corbin, Ky., yard in 1900.

Eight of the 355 Mikes on the L&N

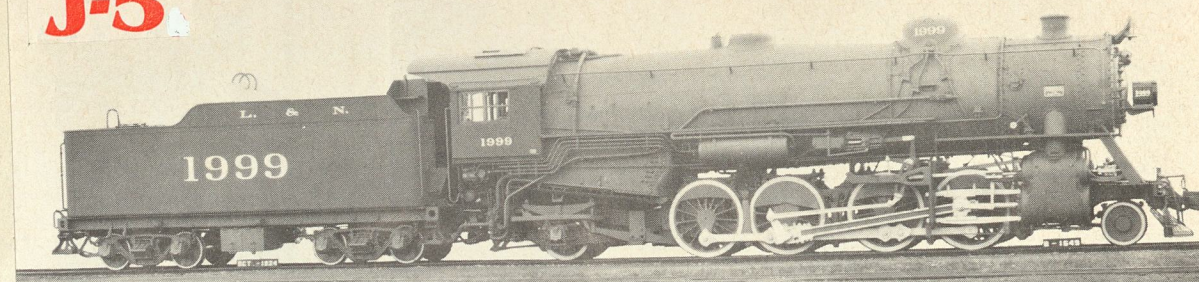


On the E.K.Div. near Irving



L&N Station, Pewee Valley, Ky.

J-5

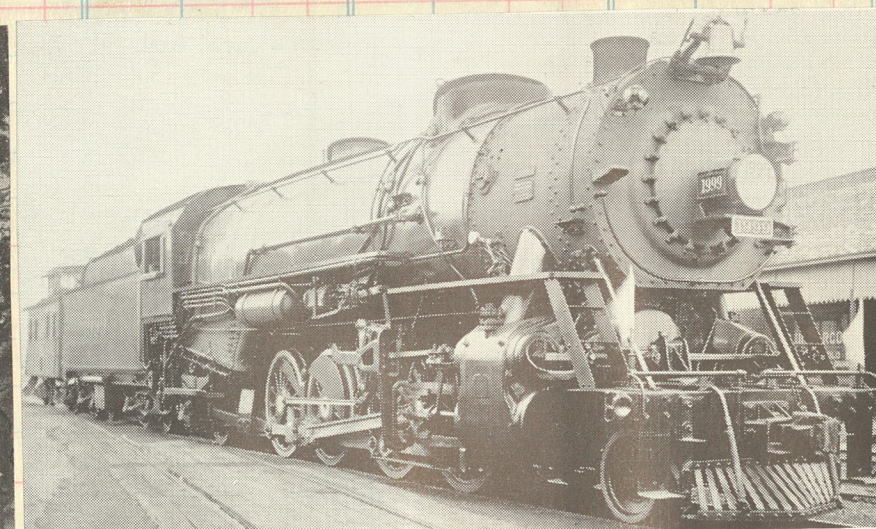


Total Weight of Engine, 334,000 pounds; Weight on Drivers, 245,500 pounds; Cylinders, 1-23x28, 2-23x32 inches; Diameter of Driving Wheels, 63 inches; Boiler Pressure, 200 pounds; Maximum Tractive Power, 65,700 pounds.



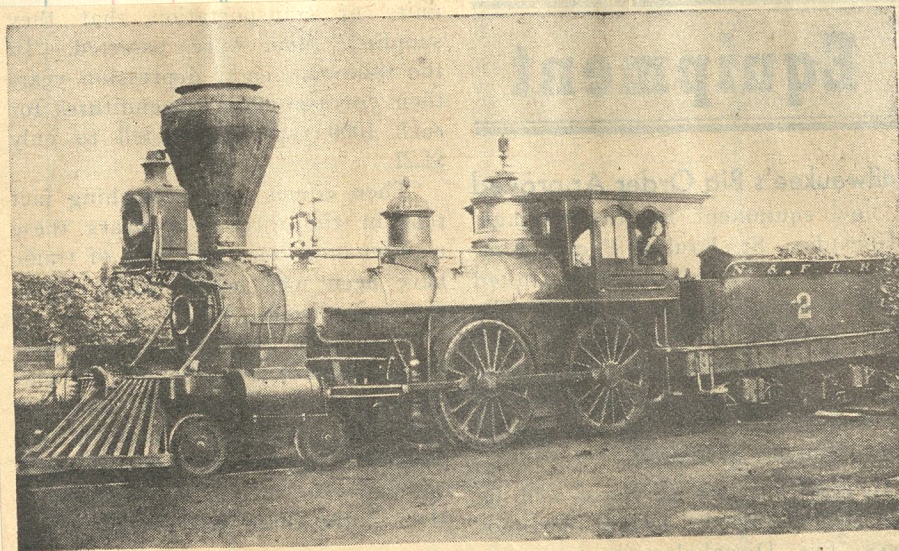
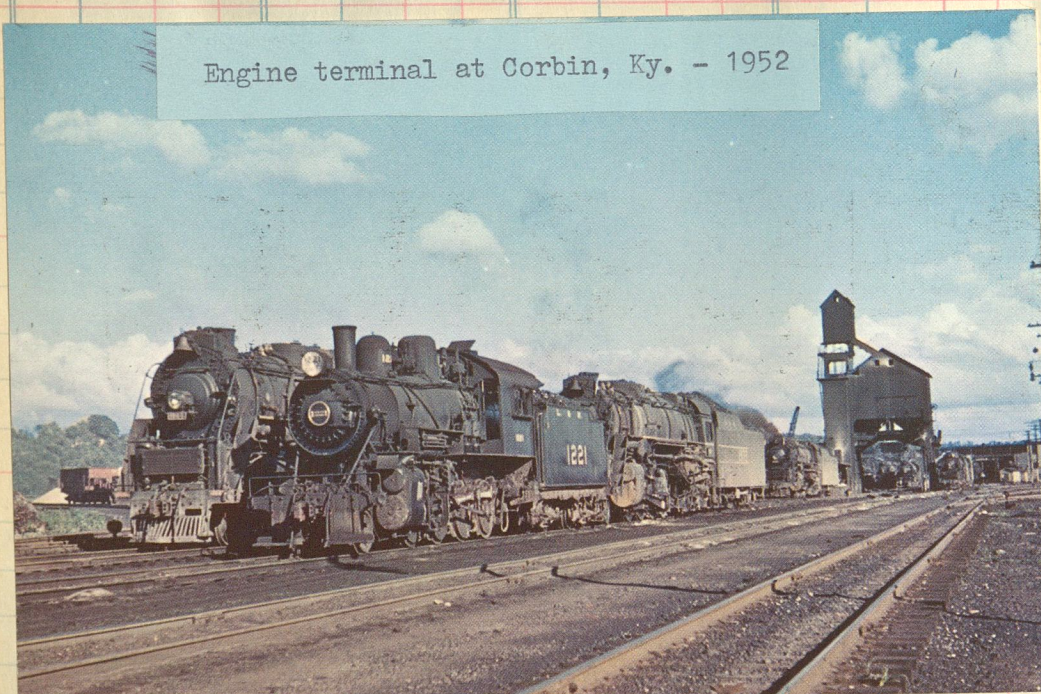
The only engine in the J-5 class and only 3 cyl freight engine on the roster. c/n 65739.

Saw limited road service. Spent most of her career pushing cars over the hump at De Coursey. Ret 1950

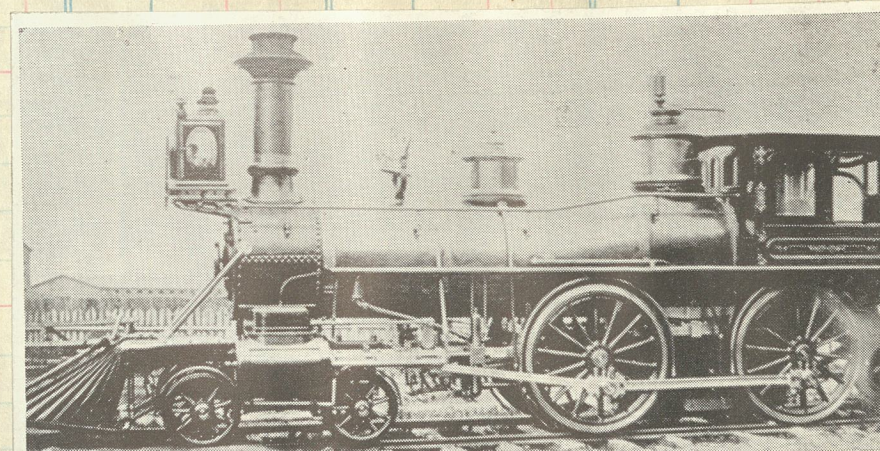


No. 1999, a 2-8-2 or Mikado type freight engine with three cylinders, built for the L. & N. by Brooks in 1924. Now permanently assigned to hump yard service.

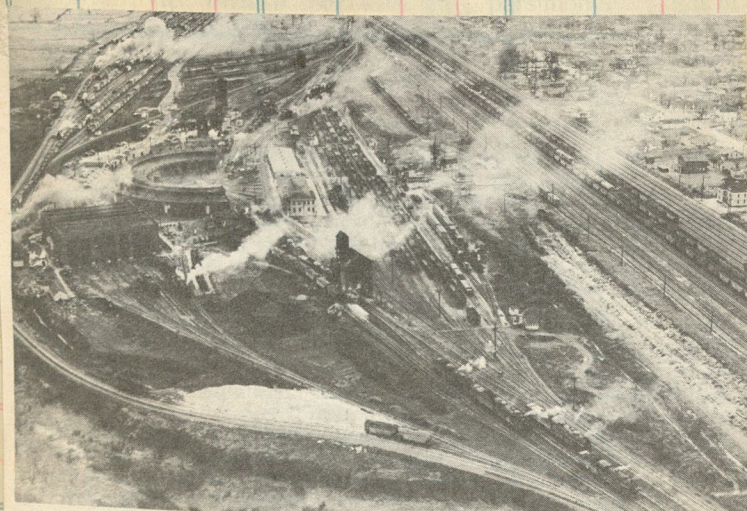
Engine terminal at Corbin, Ky. - 1952



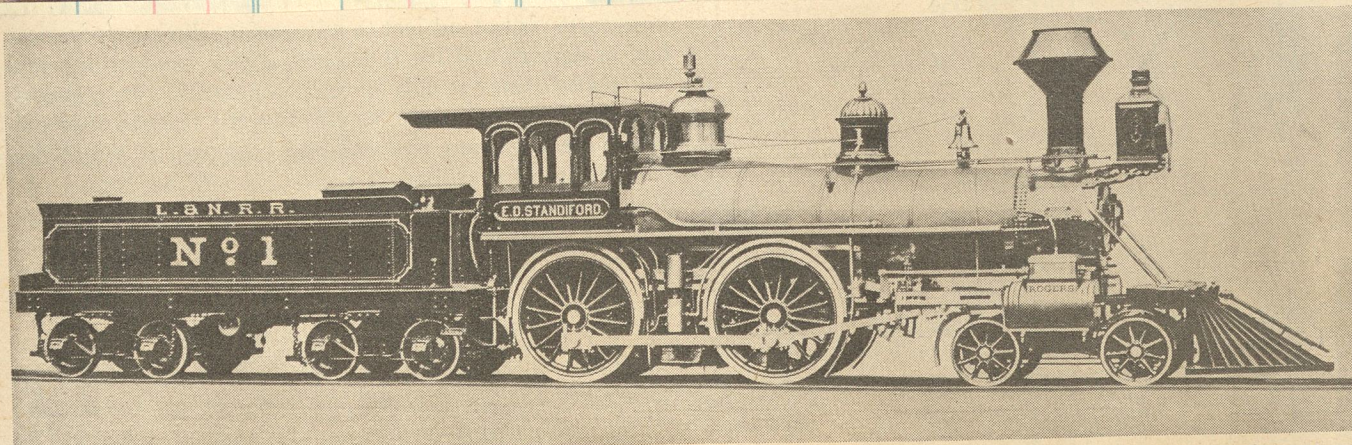
OLD ROGERS ENGINE 2 OF THE NASHVILLE & FLORENCE RAILROAD. This picture was taken in 1887. Eventually the engine was taken over by the Nashville, Florence & Sheffield Railroad and later by the Louisville & Nashville. Built as Nashville & Decatur #7 by Rogers in 1860. Later L&N #307, to N&F #2 in 1880 (???)



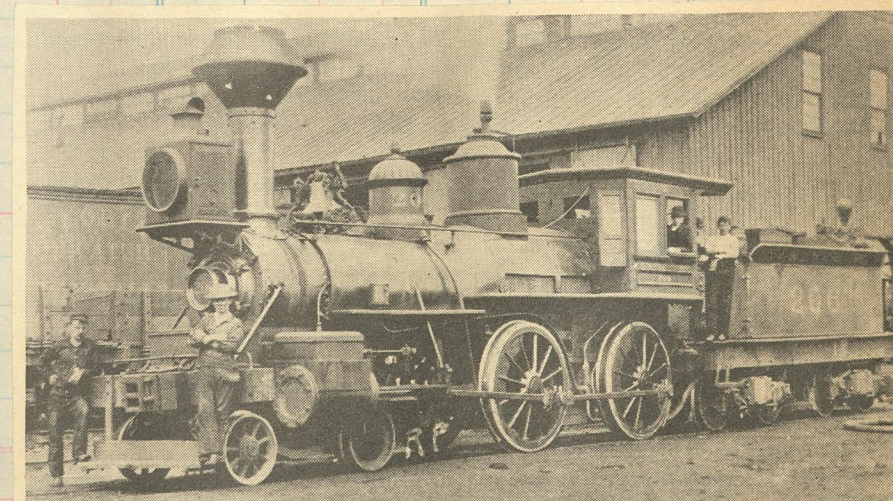
No. 29, or "The Southern Belle," built by the L. & N. in 1871 at its Louisville Shops. A 4-4-0 or American type.



BY THE WINTER of 1945, M-1 engines were right at home in that most railroad-oriented of communities, Corbin, Ky., and were being serviced in the 26-stall roundhouse and the backshop there.



c/n 2526 IT WAS ONCE A HEAVY EXPRESS Locomotive 1 of the Louisville & Nashville, built by the Rogers Locomotive Works in 1879, did heavy express work on the line. Its cylinders were 18 by 24 inches; drivers, 68 inches.



RESCUED FROM RIVER BOTTOM Old locomotive 206 of the Louisville & Nashville Railroad was wrecked and submerged for a year in the Red River in the War of the States. It was recovered and rebuilt. Photographed at South Nashville Shops in 1888.

Built as the Memphis, Clarksville & Louisville #6 by Norris in 1860.

	Clos. No.	Sold	Amount
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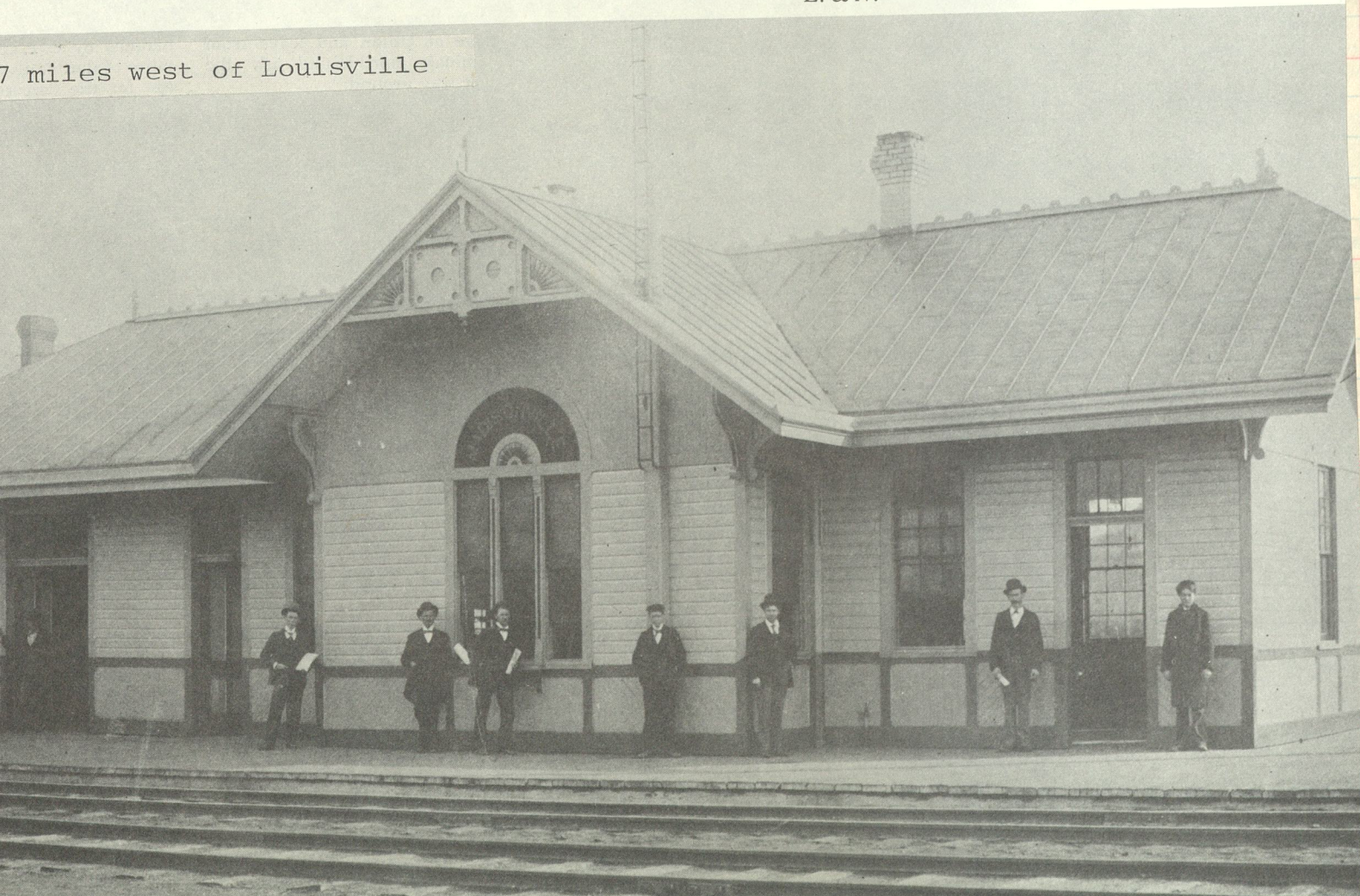


Louisville & Nashville

Etched in the glass over the windows in the operator's bay is this station's name—Madisonville. The first station built there, it was replaced by a larger brick building in the 1920s and it is located on the St. Louis–Evansville–Nashville line.

L. & N.

7 miles west of Louisville



Railroadin'
Down In Alabam'

L&N Engine 1829 hauling "The
Silver Bullet," fast freight
near New Castle, Ala.

Photo submitted by
Bro. Joe Herron,
Div. 156.

No.	Sold	Amount	Clos. No.	Sold	Amount
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"Working in the Company notch" Mike #1829 roars up the grade on the approaches to Birmingham

The 1829 was built by
Brooks 1925 c/n 66523

The sight, and sounds, that stirred the soul!!



A happy family gathering at Bakers Hill, Tenn., on the Evansville Division, some time in 1903. The gentlemen are members of a bridges and buildings gang and the ladies are the nieces and sister of the foreman.

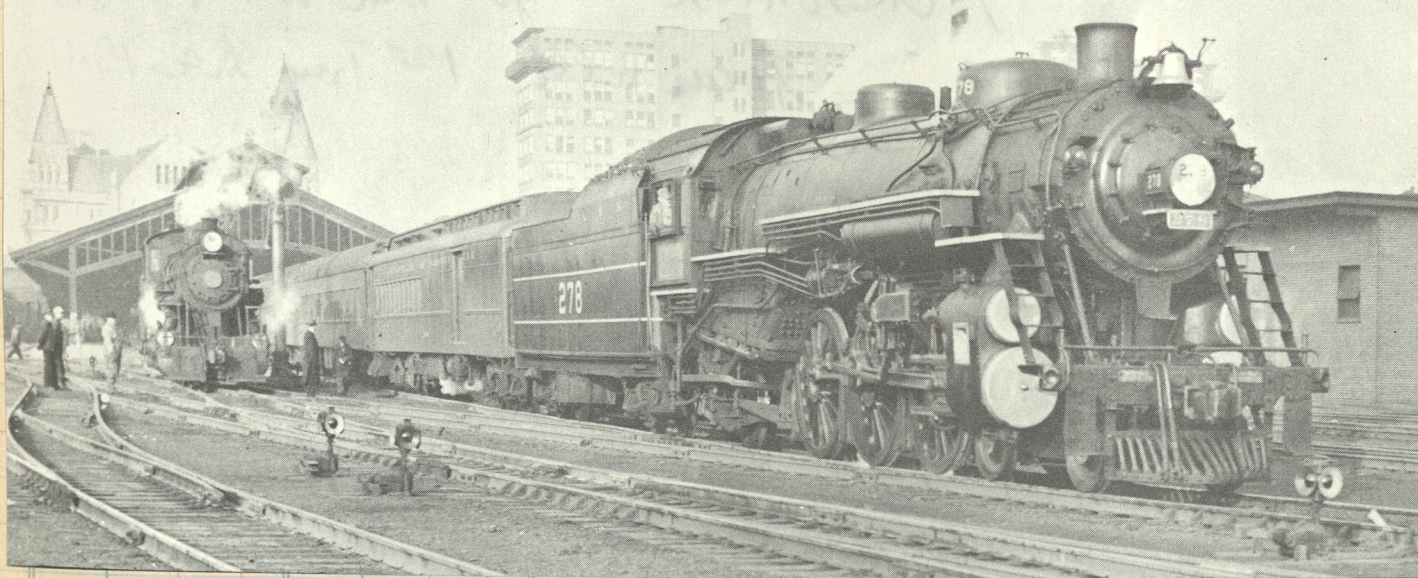
Old Reliable

20

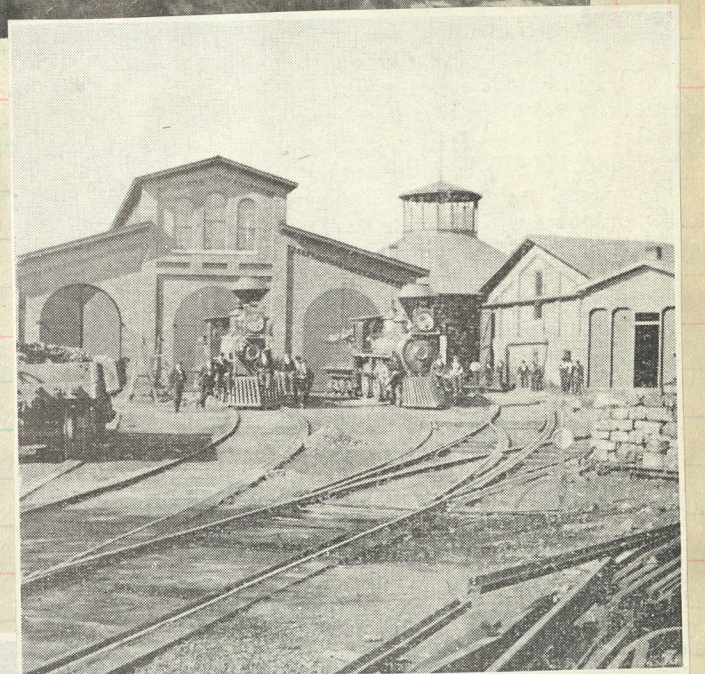


One hundred forty-five loaded cars of coal come across the Red River Bridge in Kentucky behind the engine that Louisville & Nashville uses to excellent advantage in coal-drag service, 2-8-4 No. 1976. Out of sight and giving an assist on the rear is an engine of the same type.

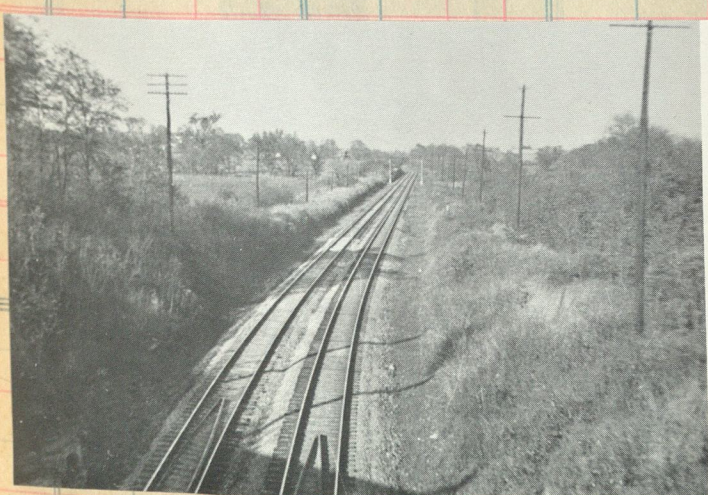
The initial trip (Dec 1941) of the "JACKSONIAN" a Chicago-Florida winter season train but was shortly withdrawn account war conditions



#98 with engine 274 arriving at Louisville



Bowling Green Shops. Photographs taken in 1879.



K.C. McDaniel L&N's high iron somewhere in the vicinity of Brentwood, Tenn. This area has many hills and is more scenic than the routes leading north from Nashville. Most of the line is double-tracked as witnessed here.



A power switch in C.T.B. territory

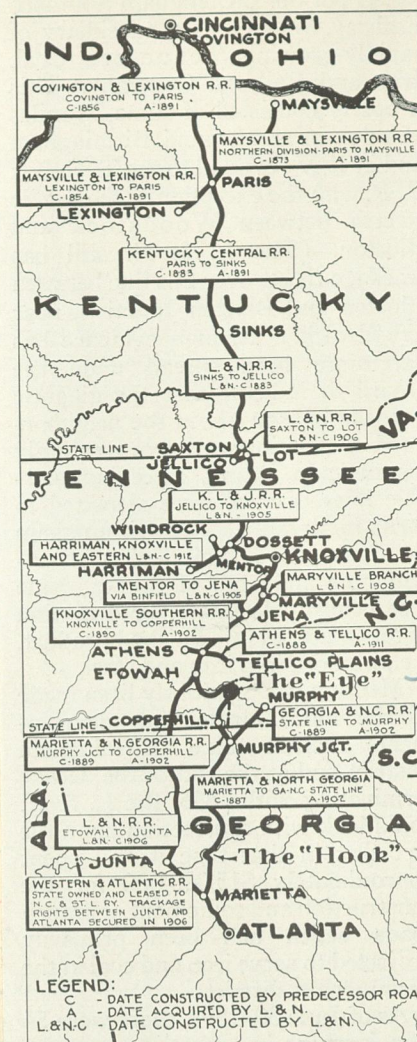
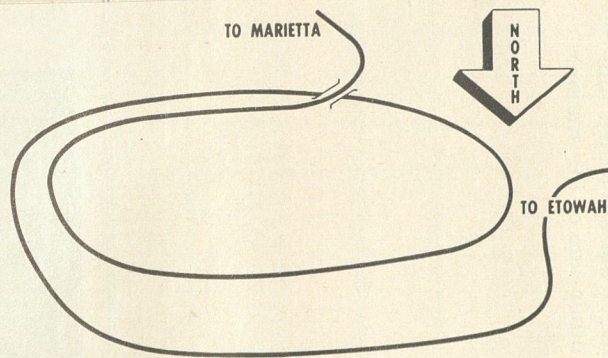


Trials and tribulations of a railroad—the Company's shops at Bowling Green, Ky., following a disastrous storm in 1893.

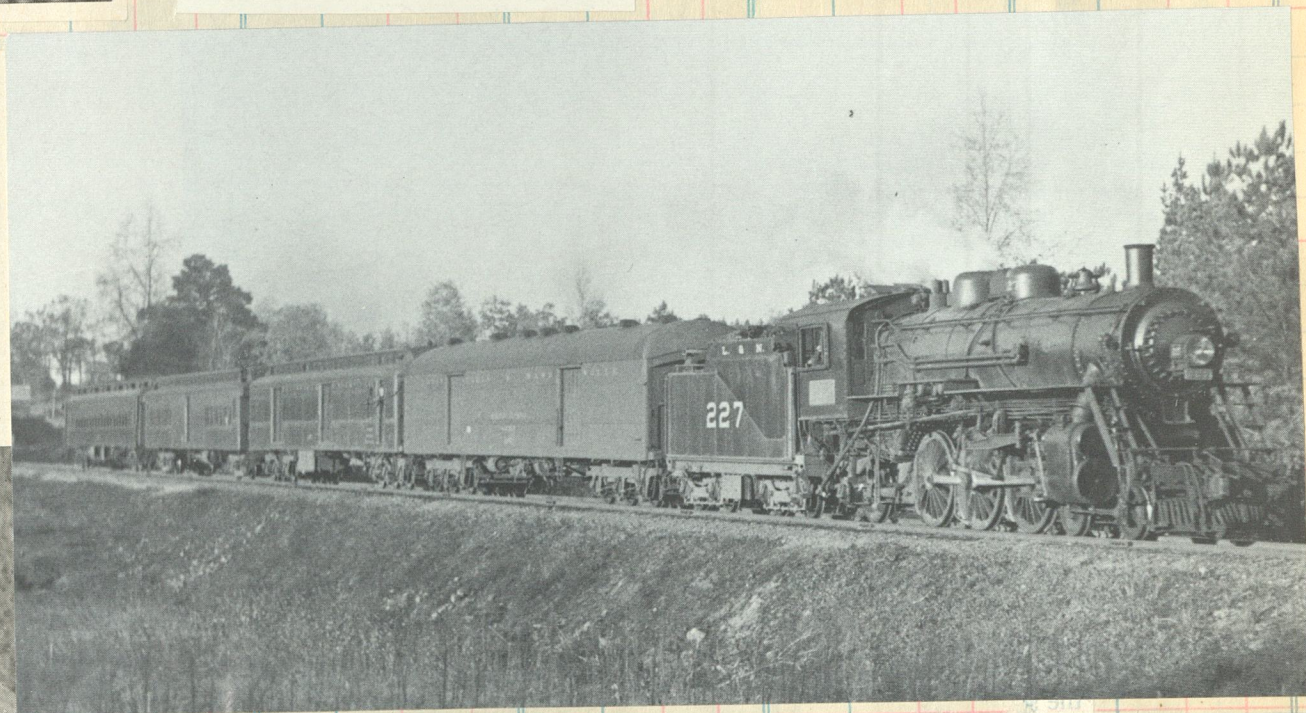


AS THE CROW FLIES!

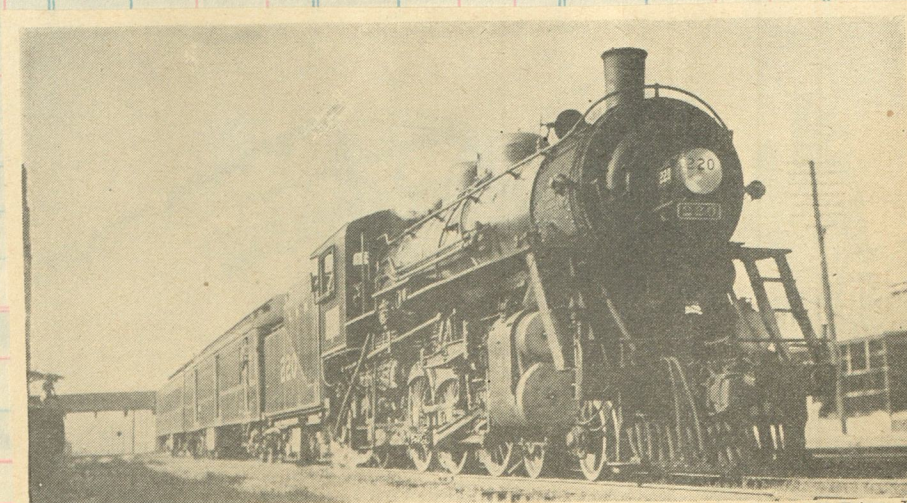
OK & EYE DIVISION of Louisville & Nashville takes its name from Hiwassee Loop around Tate Mountain between Farner and Apenn. The "eye" of course is the Loop and the "hook" is the 15-degree reverse-curve approach; trackage crosses over itself to complete loop.



Map showing how the L. & N.'s Cincinnati-Atlanta line came into being. The construction dates shown refer to the year in which the trackage was completed; the acquisition dates refer to the year in which the L. & N. first secured control. The bridge across the Ohio River between Covington and Cincinnati was built by the Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company, being completed on Christmas Day, 1888.



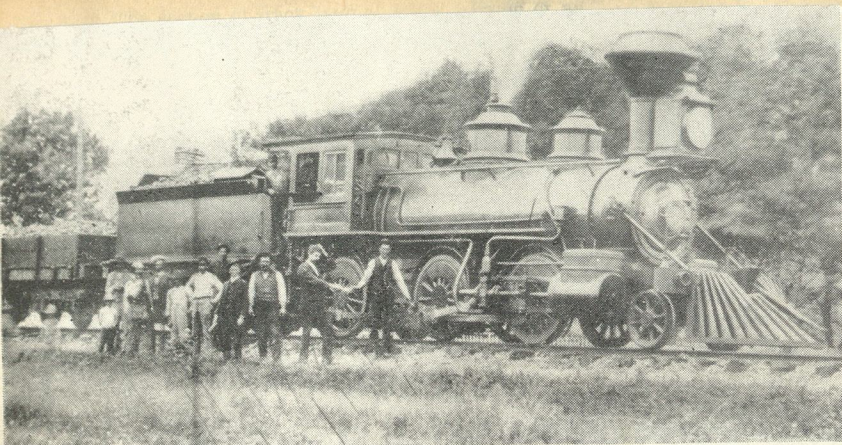
Louisville & Nashville 227, one of the South Louisville Shops-built light Pacifics, hauls the "Hook and Eye" local at Smyrna, Ga., November 23, 1946.



ENGINE 220, TYPE 4-6-2, OF THE LOUISVILLE & NASHVILLE LEAVING ATLANTA FOR KNOXVILLE

Richard E. Prince, Jr.

h to Agent
nt's Signature
h to next Seller
t Seller's Signature
al Accounted for



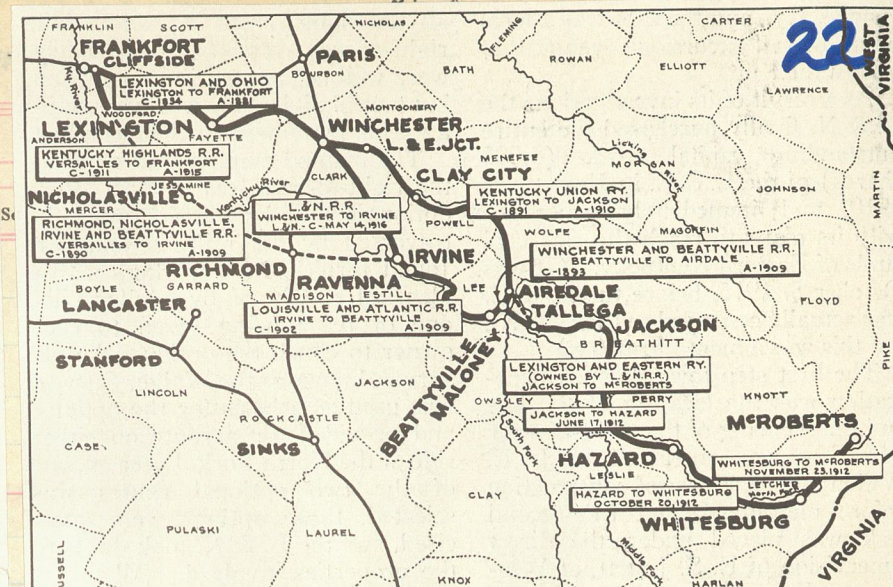
No. 7, a locomotive of the old Kentucky Central Railway.

Six Moguls from Baldwin 1882 noed 7-12 #7, c/n 6270, to L&N nos 444, 439.



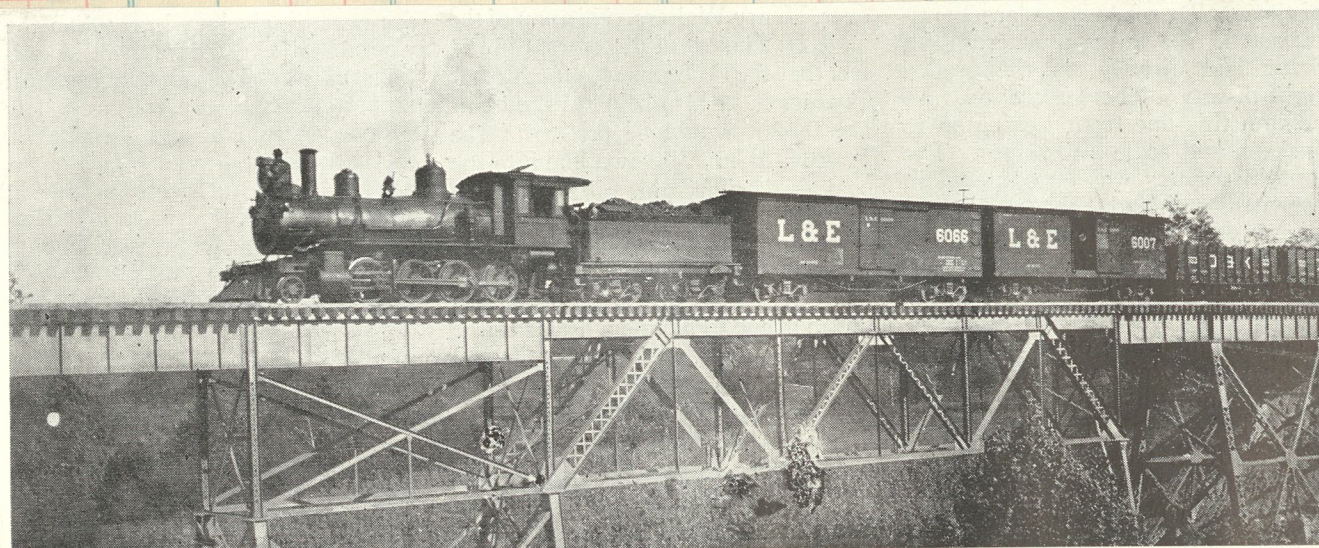
K.U.#10 2-6-0 Baldwin 1889 c/n 10410
Noed L&E #10, L&N 459

Engine No. 10 in 1891, at the Clay City, Ky., shops of the old Kentucky Union Railway, fore-runner of the Lexington & Eastern Railway. The gentleman with the paint-pot, third from right, is Michael Leahy, subsequently coach painter at South Louisville Shops, while the gentleman second from the left is John Martin, who later became an engineer on the Louisville Division.



HOW THE MAIN LINE TRackage OF THE EASTERN KENTUCKY DIVISION CAME INTO BEING

Much of the original trackage of the old Louisville & Atlantic and Lexington & Eastern railroads was either revised or abandoned following its purchase by the L. & N. This resulted in the abandonment of approximately nine miles of track between Beattyville Junction and Jackson and joined the lines of the L. & A. and the L. & E. at Maloney, instead of Beattyville Junction, now Airedale. (LEGEND: ----- Abandoned; C—Date construction completed by predecessor road; A—Date acquired by L. & N.; L. & N.—C—Date construction completed by L. & N.)



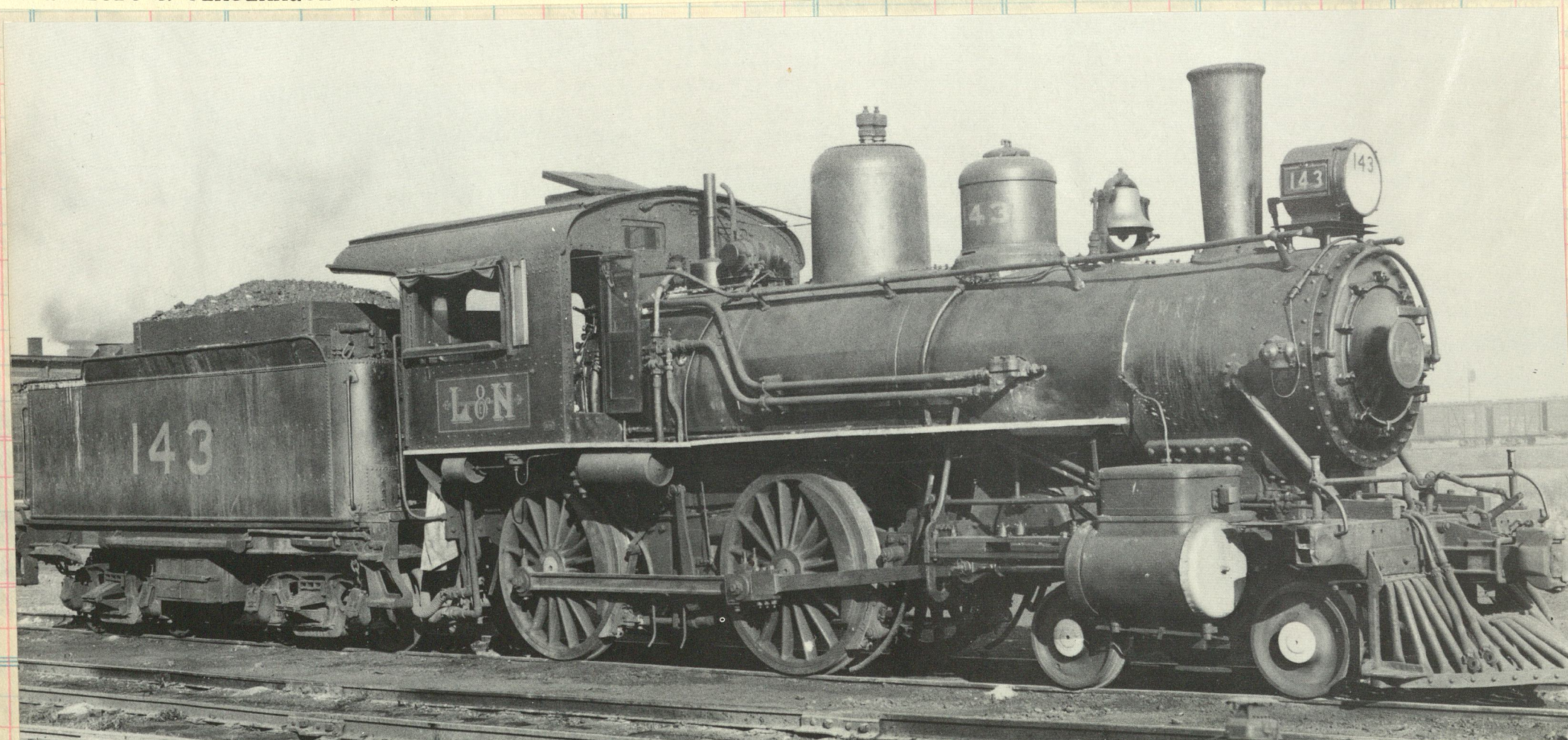
Freight train of the old Lexington & Eastern Railway, one of the predecessor lines of the L. & N.'s present-day Eastern Kentucky Division, crossing Lollegrod Bridge, Mile 35, in October, 1909.



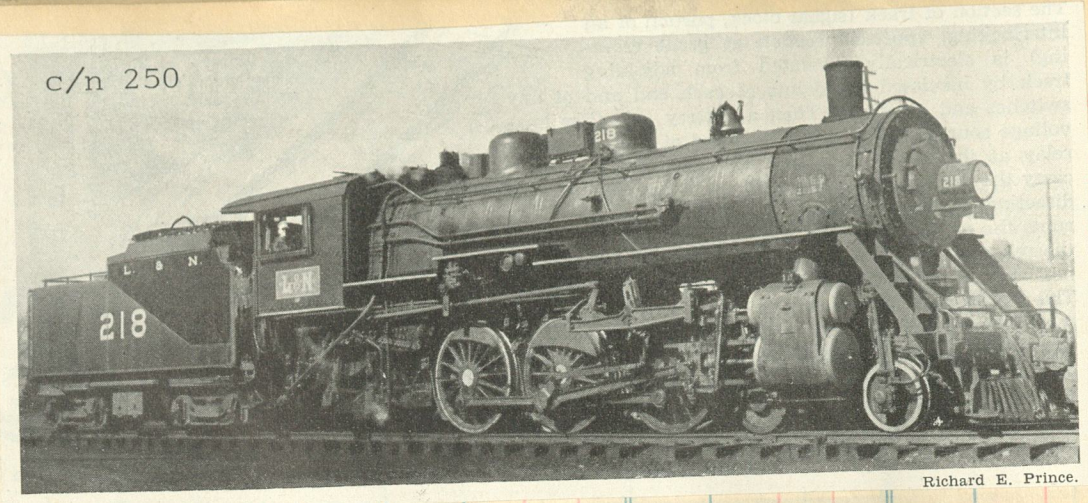
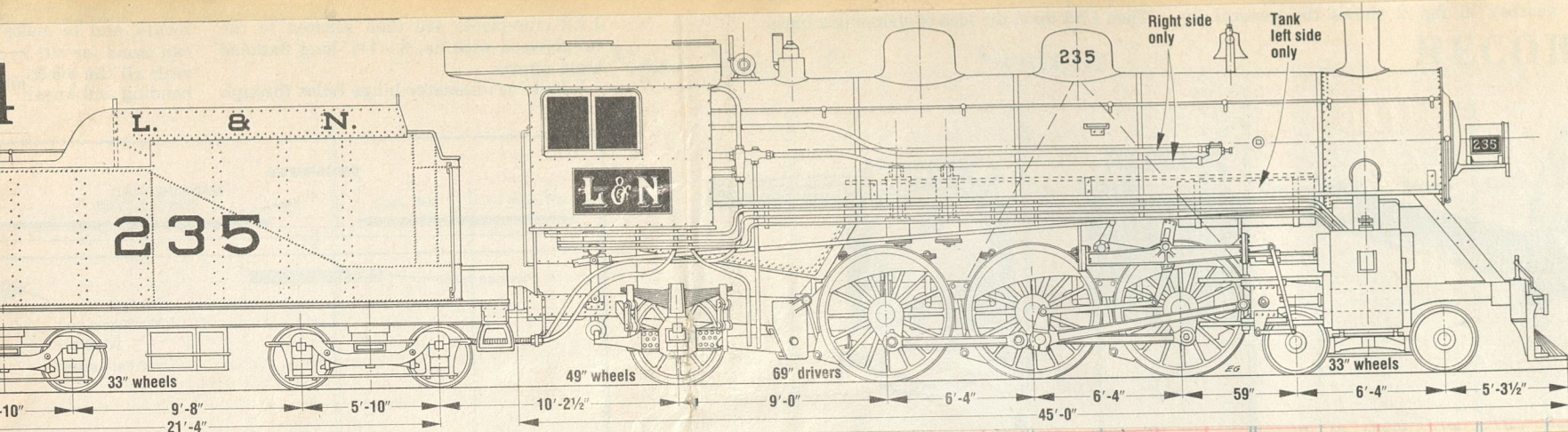
Marietta & North Georgia #14 erected by Baldwin 1889 c/n 9959
To Atlanta, Knoxville & Northern #14 then L&N #360. Finally
sold to Frankfort & Cincinnati as #7.



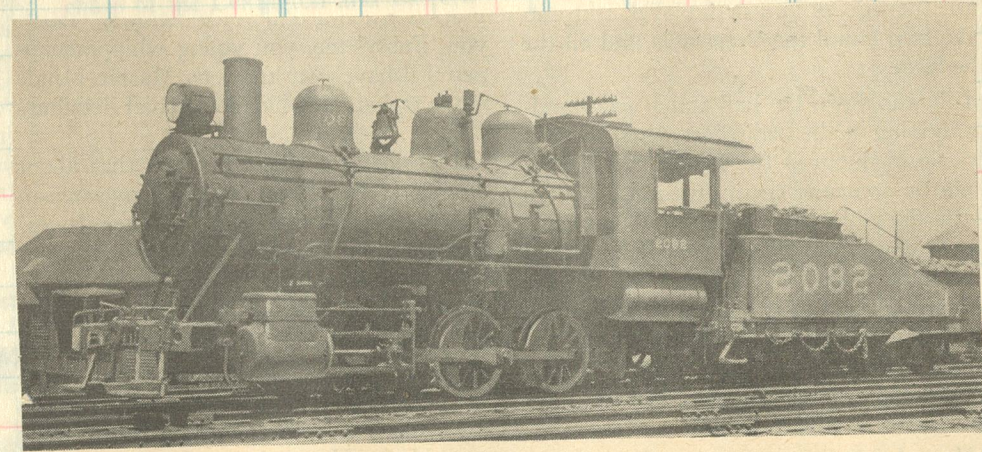
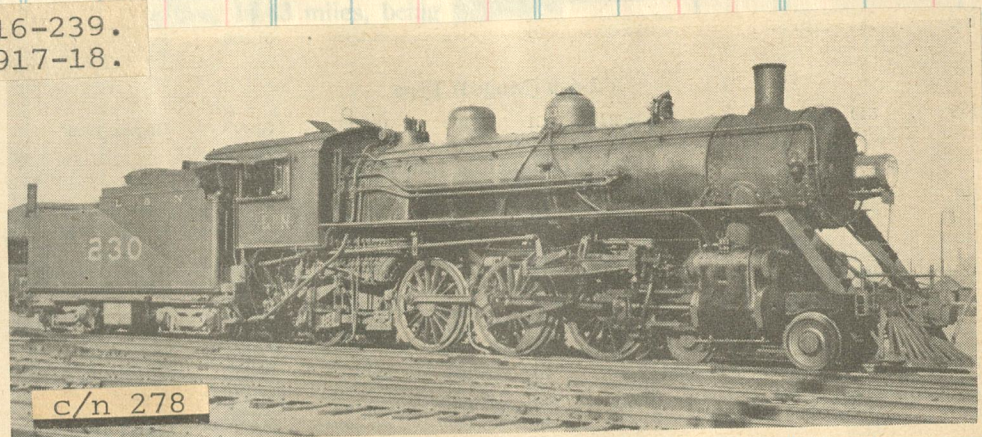
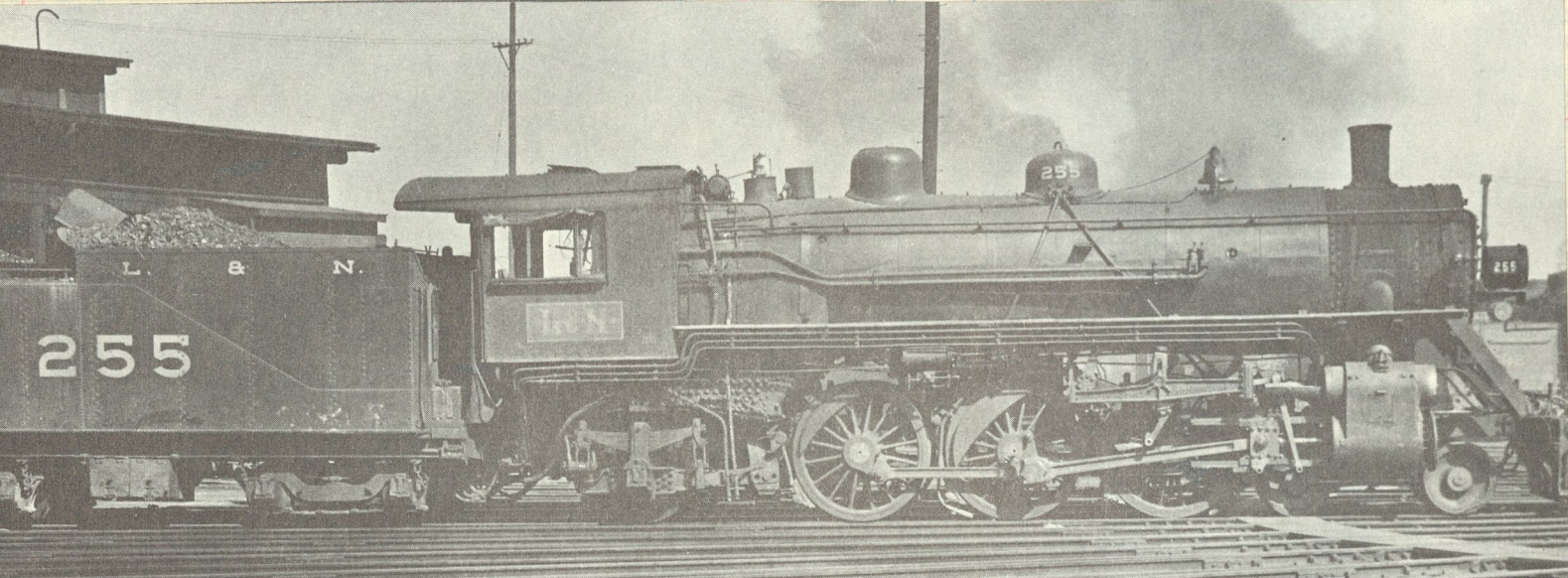
End of the line. The rail-laying train reached McRoberts, Ky., on the North Fork Extension on November 16, 1912.



This ol' girl had a service record as long as your arm! Built as Anniston & Cincinnati #4 by Baldwin 1889 c/n 9807 as 4-6-0. To Alabama Mineral in 1890 then as L&N #406 in 1893. Rebuilt as a 4-4-0 in 1906 and noed #143. Was retired in 1946!!

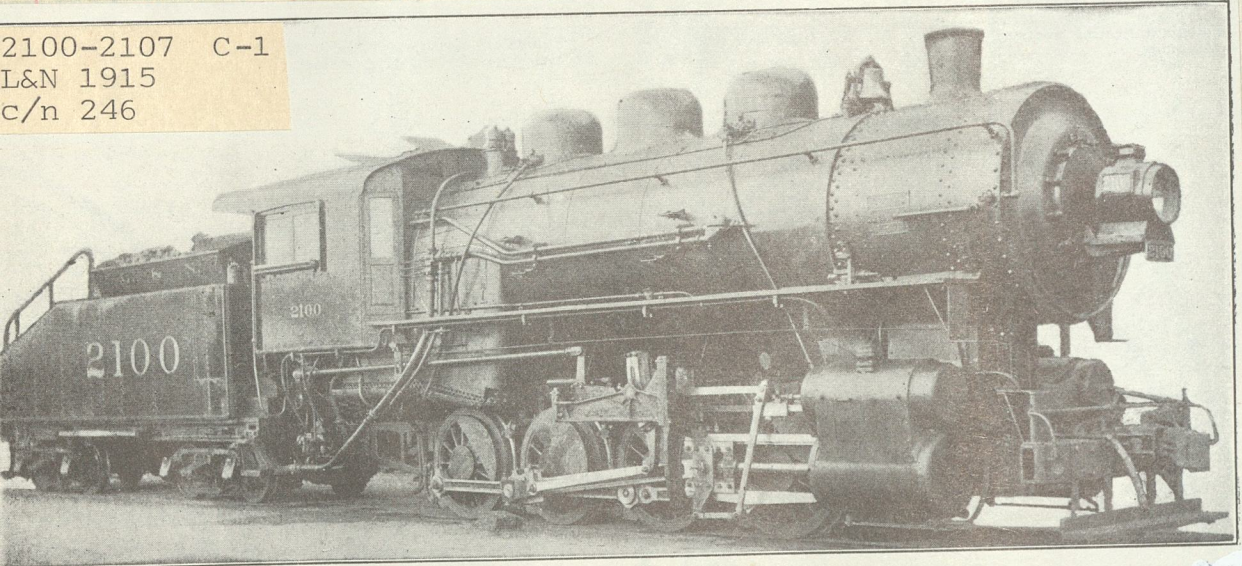


-4 class consisted of twenty four engines, all built at South Louisville, numbered 216-239. ered in three groups:- Nos 216-223 in 1914, nos 224-233 in 1915 and the 234-239 in 1917-18.

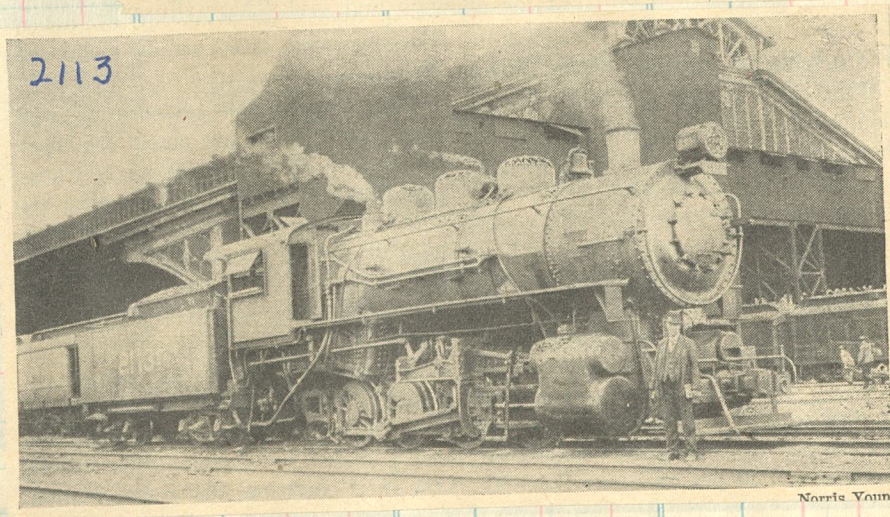


2075-2084
Rogers 1907
ex South &
No. Alabama
2082

the final 4-6-2's blt at So. Louisville, class k-4b nos 252-263, in 1921-22.



2100-2107 C-1
L&N 1915
c/n 246

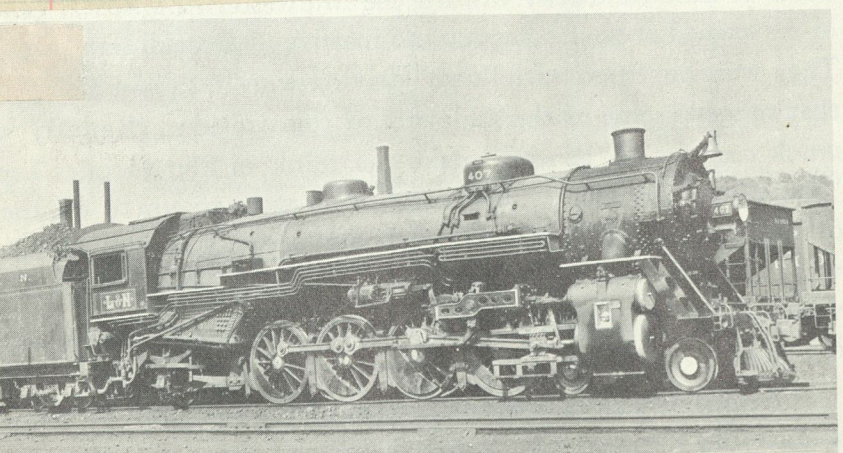


Little engine, big number. Rogers-built 2082, one of 17 B-4 switchers still in service, has been herding boxcars for 42 years

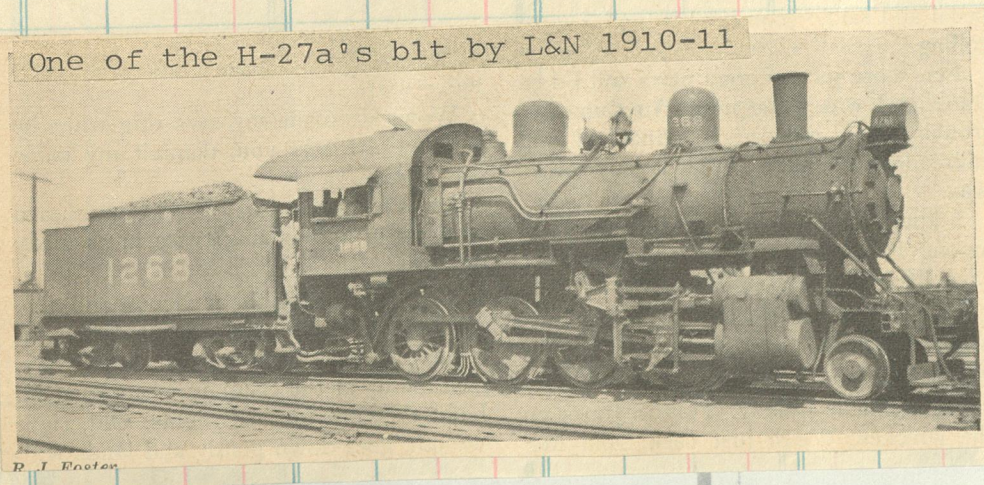
#2113
L&N 1918
C-1
c/n 319

Fig. 20—Eight-Wheel (0-8-0) Locomotive for Switching Service. Built by Louisville & Nashville.

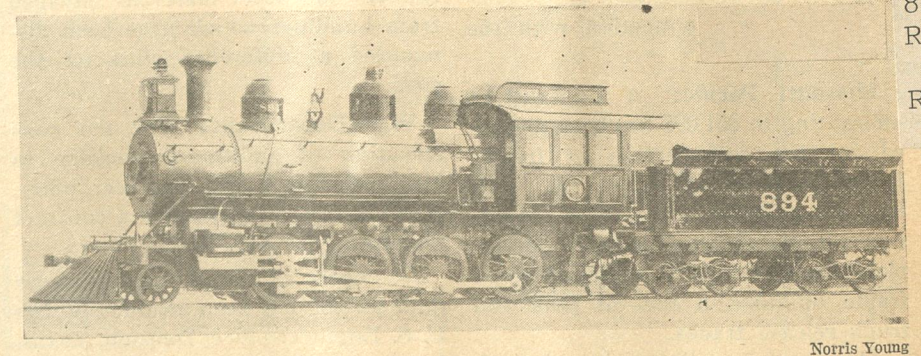
Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	2,157 sq. ft.
Cylinders.....	23 1/2 in. x 30 in.	Heating Surface, Firebox.....	222 sq. ft.
Steam Pressure.....	170 lbs.	Heating Surface, Total.....	2,379 sq. ft.
Diam. of Drivers.....	51 in.	Heating Surface, Superheater.....	525 sq. ft.
Tractive Effort.....	46,900 lbs.	Grate Area.....	33 sq. ft.
Rigid Wheel Base.....	15 ft.	Weight on Drivers.....	219,000 lbs.
Total Wheel Base.....	15 ft.	Fuel.....	Soft coal



402-415 c/n 58915 Baldwin 1926

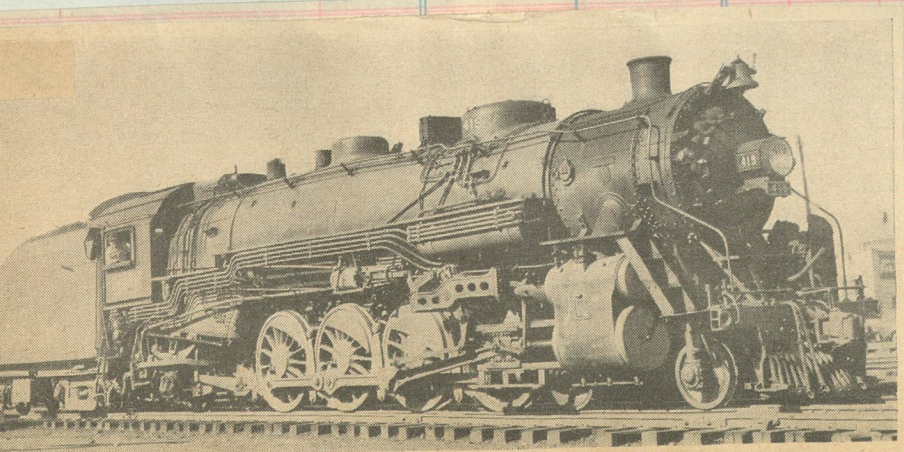


One of the H-27a's blt by L&N 1910-11

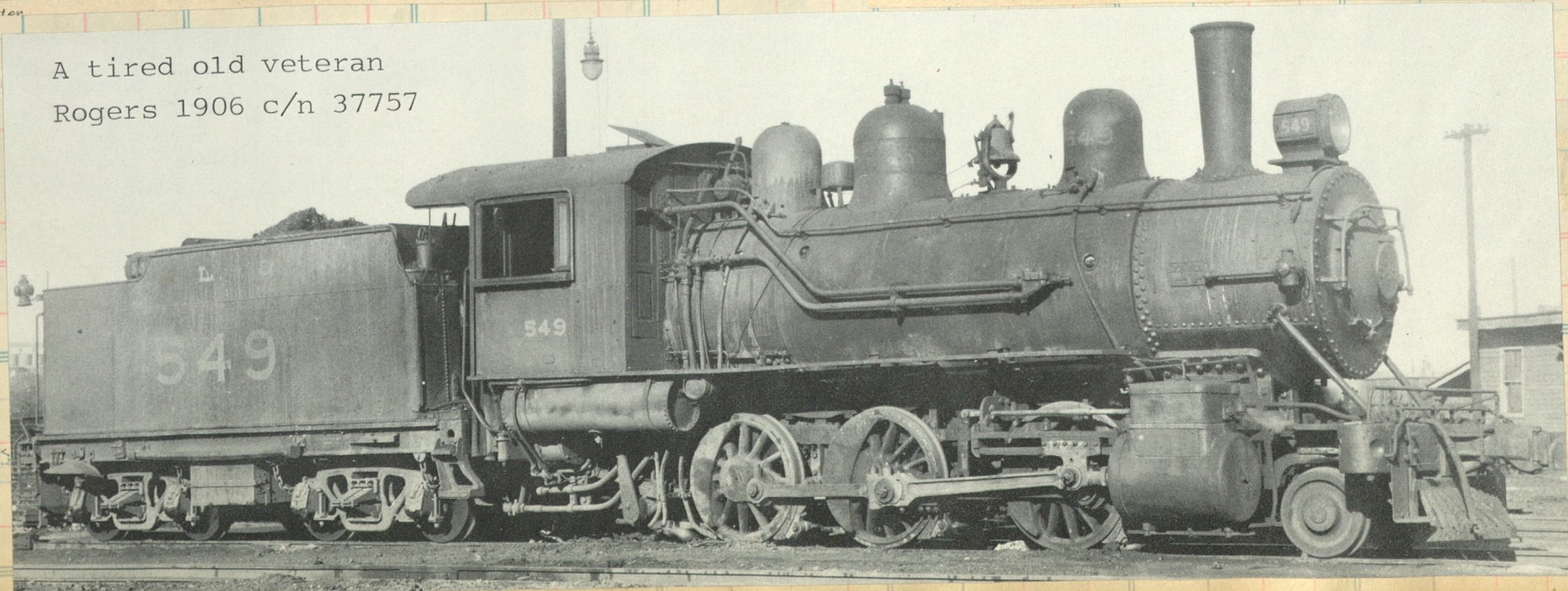


890-894
Richmond
1899
Renoed
904

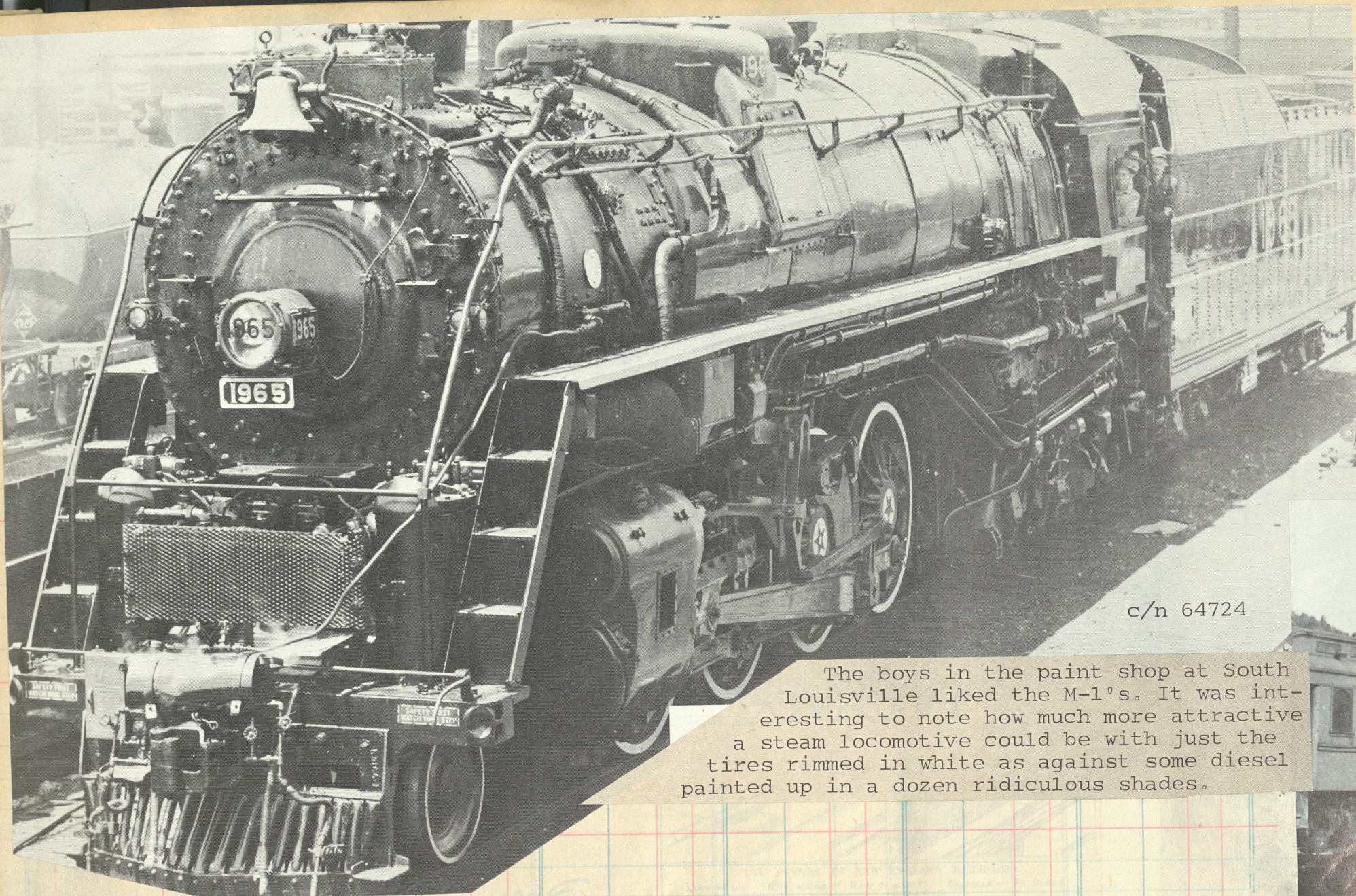
LOUISVILLE & NASHVILLE'S OLD ENGINE 894
This engine was built by the American Locomotive Company in 1899.



416-421 Class L-1 Baldwin 1930
#419 c/n 61550 renoed 481

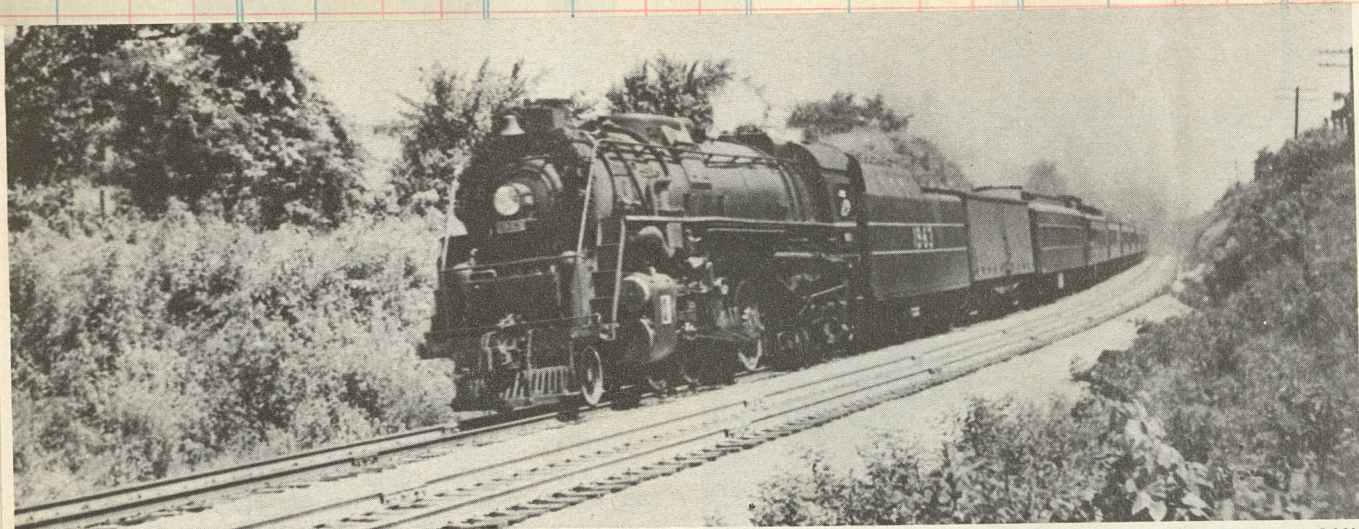
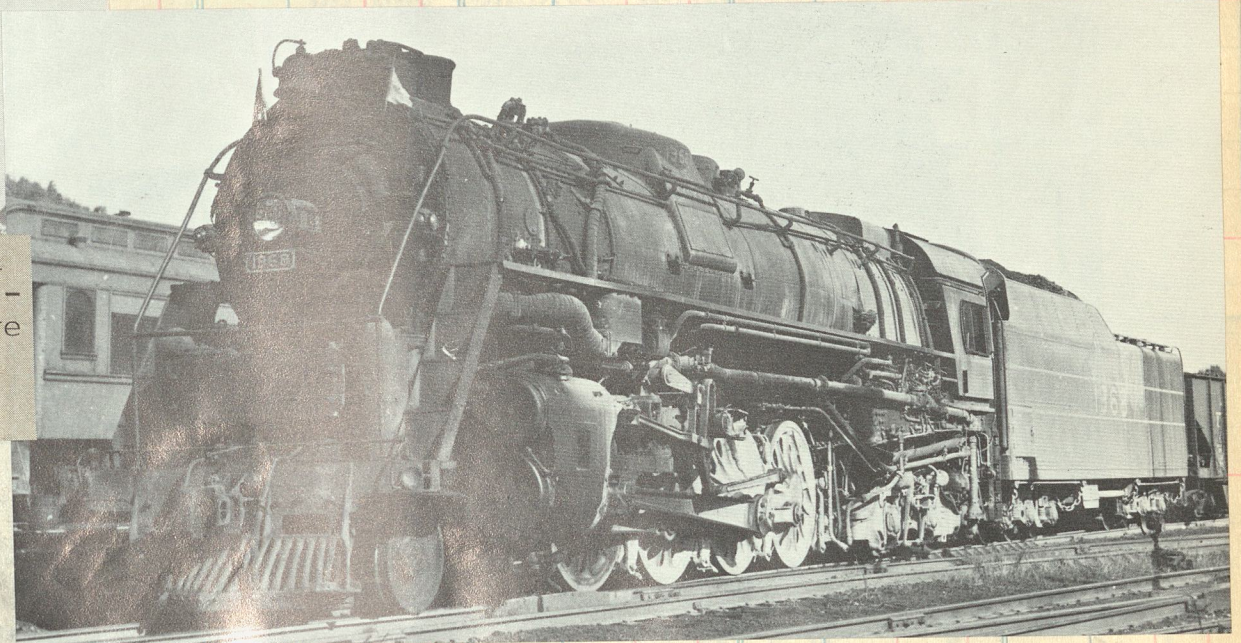
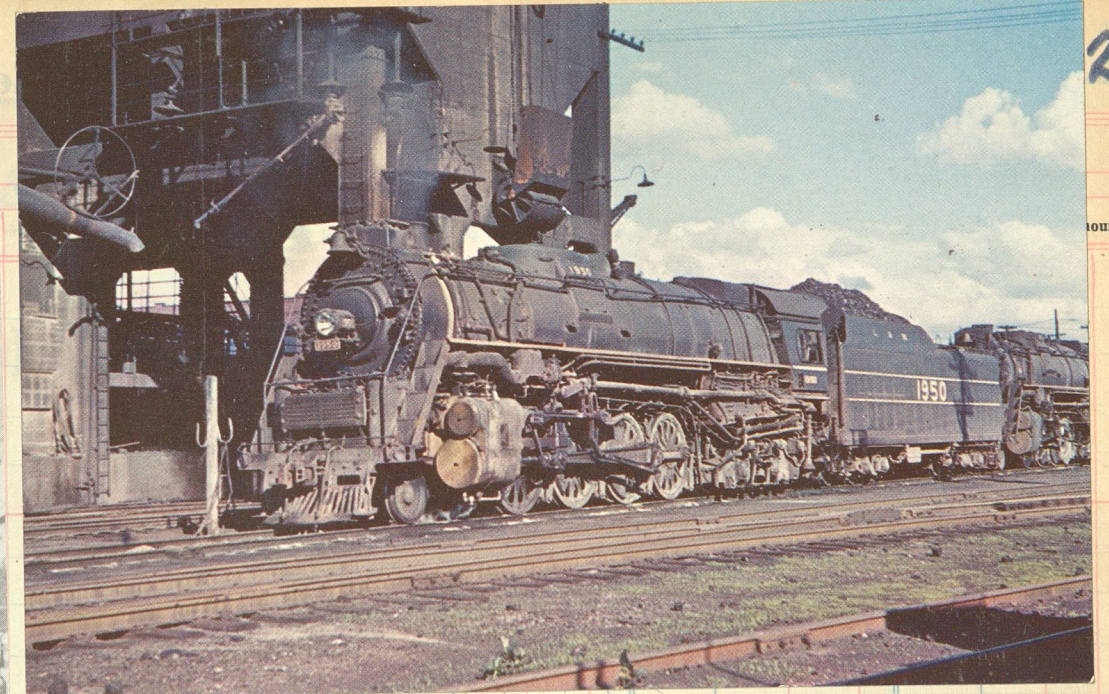


A tired old veteran
Rogers 1906 c/n 37757



c/n 64724

The boys in the paint shop at South Louisville liked the M-1's. It was interesting to note how much more attractive a steam locomotive could be with just the tires rimmed in white as against some diesel painted up in a dozen ridiculous shades.



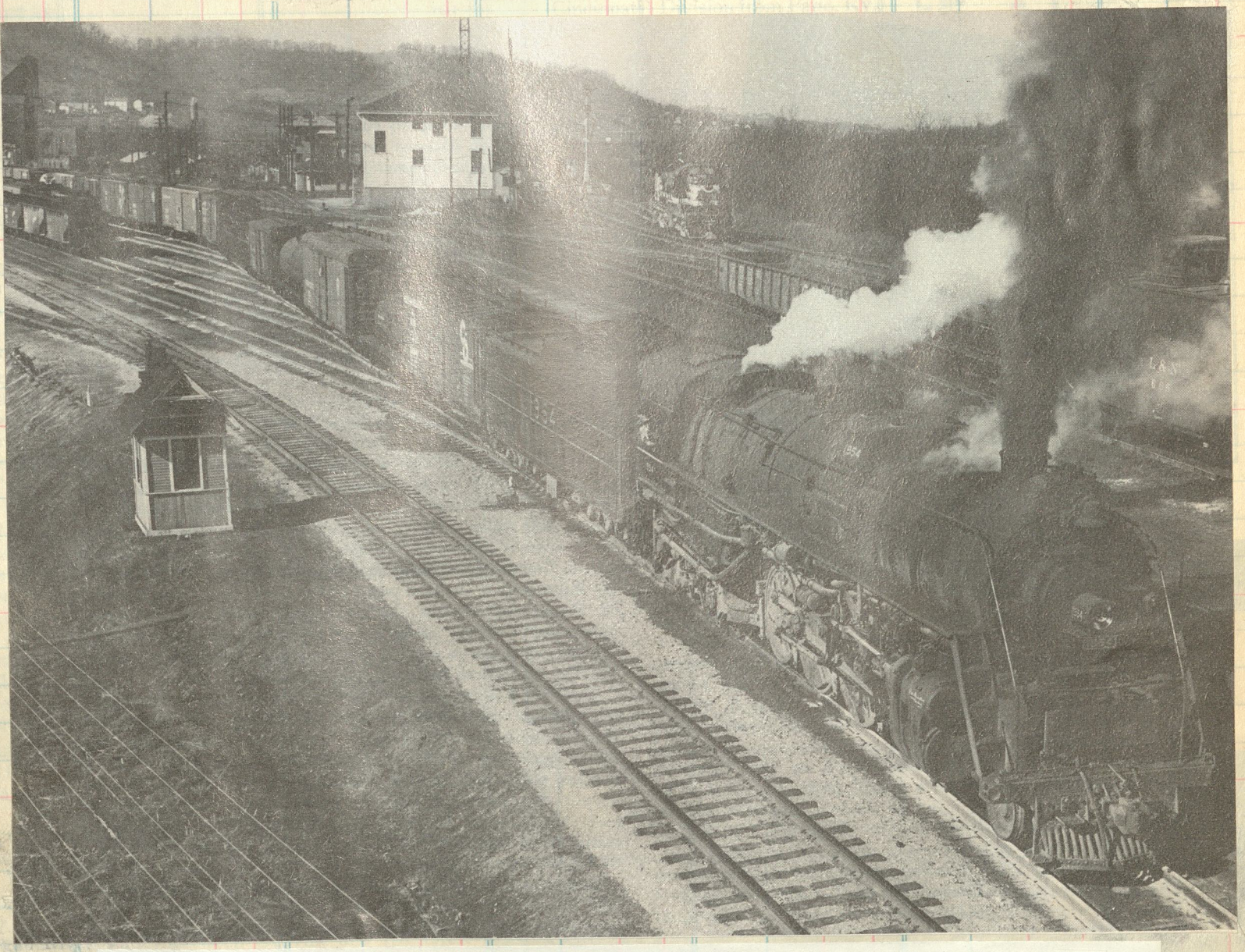
Varnish volleys

HITTING 60 PER, "Passenger M-1" 1963 lays down a thin exhaust over a wartime section of the southbound Southland as she leans into a curve near Paris, Ky.

Four M-1's, 1960-1963, were modified for passenger service



TRIPLEHEADING Lima M-1's 1970, 1971, and 1991 start 136 empty hoppers south out of Patio to Corbin, Ky., on August 17, 1950.

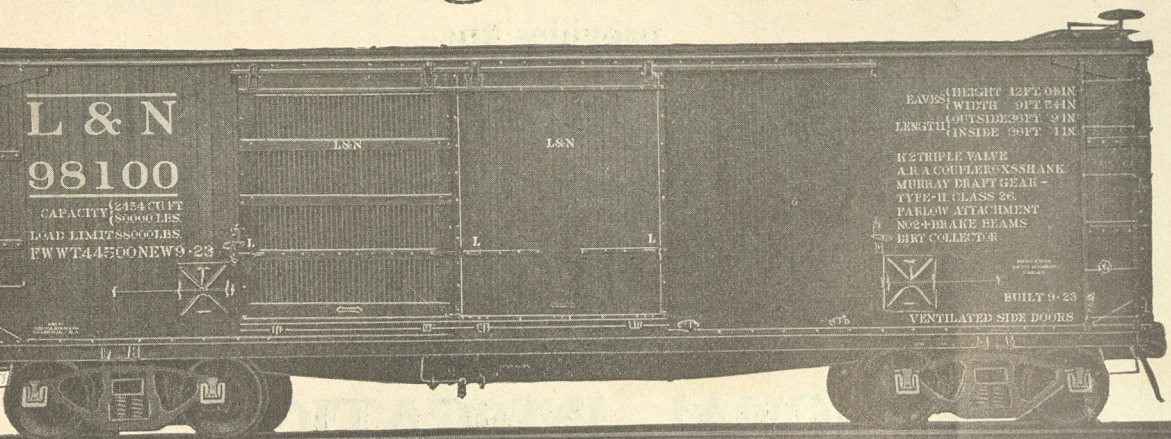


The 1954 walks out of DeCoursey yard with timecard tonnage #45



Louisville

Building and Repairing



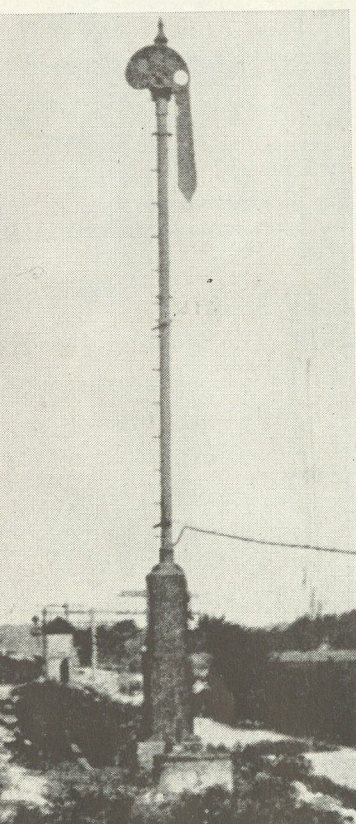
EL CASTINGS - FORGINGS - PRESSINGS

Axles - Car Parts - Car Repairs

7100-99099

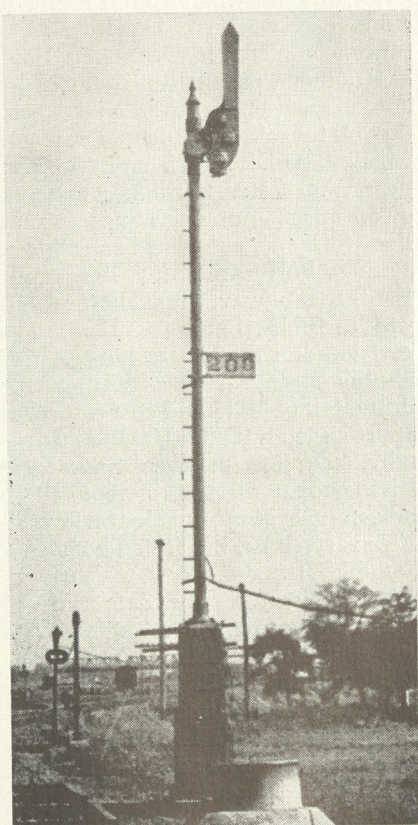
ennessee Coal, Iron & Railroad Company

General Offices: Brown-Marx Building, Birmingham, Alabama



above: The old "lower quadrant" method of block signaling.

right: The "upper quadrant" method, now standard practice, which superseded it in 1918.



by Louisville & Nashville Magazine
 ease! Marietta & North Georgia shopmen prop themselves against the nearest car, pilot
 wheel while an ambitious photographer strives for an aerial view. Scene: Marietta in 1890



WHEN THE BOTTOM FELL OUT of this old truss bridge near Calvary, Ky., the engine, tender, and two cars of the Louisville & Nashville Road fell like flat irons into a dry creek bed. A lone coach teetered precariously atop a stone abutment.

RAILWAY REVIEW

February 13, 1926

President W. L. Mapother Dies

Louisville & Nashville R. R. Executive Falls Dead on the Street in Panama

PRESIDENT Wible Lawrence Mapother of the Louisville & Nashville R. R., dropped dead in Panama City, Republic of Panama, February 3.

His death marks the close of a career that is unusual in railroad annals. Most railway executives, in the course of their careers, are compelled to move about from place to place and many of them have had headquarters in some twenty or thirty towns and cities. Mr. Mapother's headquarters have never been in any other city than Louisville, where he was born. Mr. Mapother's life history reads like a Horatio Alger story. Like many of Mr. Alger's heroes, he started as office boy and by the exercise of unusual intelligence and application he rose to the position of president of one of the most important railroads in the South.

He was born in Louisville, September 28, 1872, and educated in public and private schools in that city. At the time of his death he had served the Louisville & Nashville R. R. for more than 37 years, having entered the service of that line as office boy in the secretary's office October 5, 1888. From that date until May 1, 1902, he held various clerical positions. His industry and ability soon attracted the attention of the late

Milton H. Smith, who was president of the L. & N., and on May 1, 1902, Mr. Mapother was appointed chief clerk of the executive department. He was promoted to

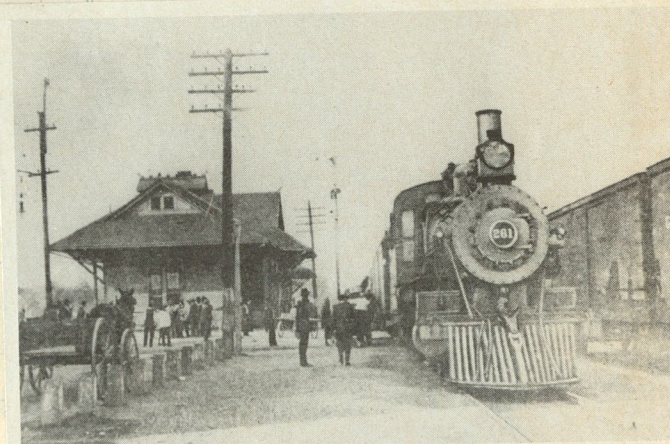
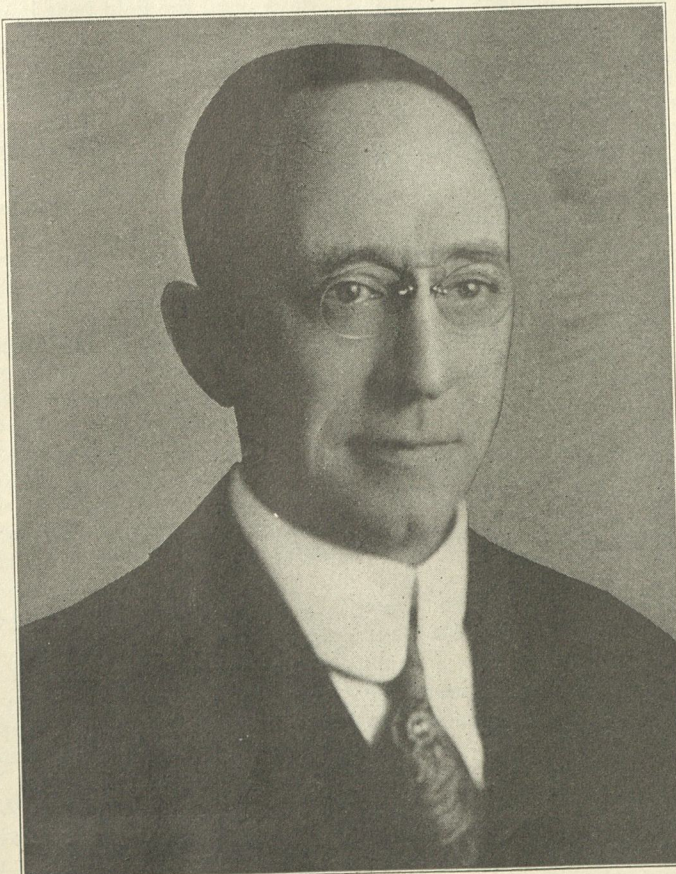
assistant to President Smith on July 1, 1904, and his executive ability was recognized on February 16, 1905, when he was elected first vice president at the age of 33, being one of the youngest men who has ever held a post of such responsibility in the country. Mr. Mapother was elected a director of the company on October 7, 1914, and on June 8, 1918, he was appointed federal manager, United States railroad administration, with jurisdiction over the Louisville & Nashville R. R., Nashville Chattanooga & St. Louis Ry., Louisville Henderson & St. Louis Ry., Tennessee Central R. R., Birmingham & Northwestern R. R., Atlanta & West Point R. R., Western Ry. of Alabama, and various terminal properties.

When the roads were returned to private control in March, 1920, Mr. Mapother was elected executive vice president and on March 17, 1921, following the death of Mr. Smith, he

W. L. Mapother

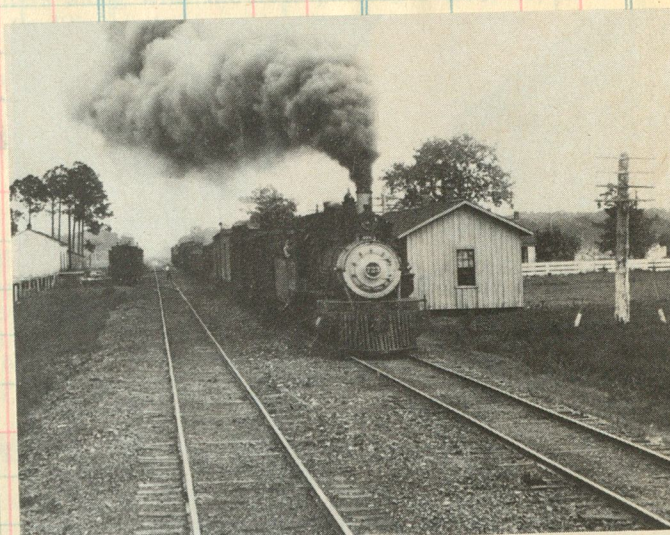
was elected president.

Mr. Mapother was a director of the American Railway Association.



Collection of L. J. Sholtes.

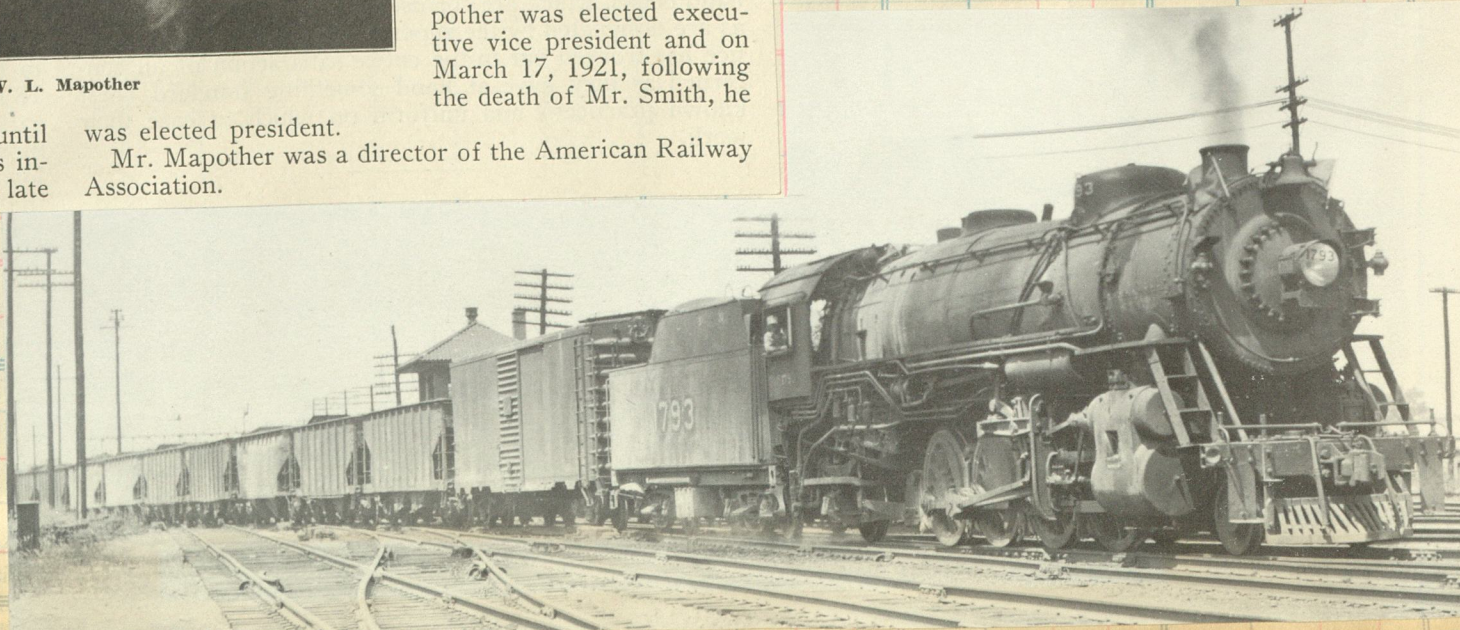
TEN-WHEELER 261 (later 311) pauses at Biloxi depot in 1912.



L&N; collection of J. G. Lachaussee.

H-5 2-8-0 723 rambles south through Fontainebleau in 1915.

Extra 1793 south
 (Brooks 1924) departing
 Birmingham





*The LH&StL was once called the Louisville, St. Louis & Texas, hence today's nickname. One of its builders said flatly that the L&N "didn't start from Louisville, never reached St. Louis, and had no intention of going to Texas." L&N took the line over in 1929.

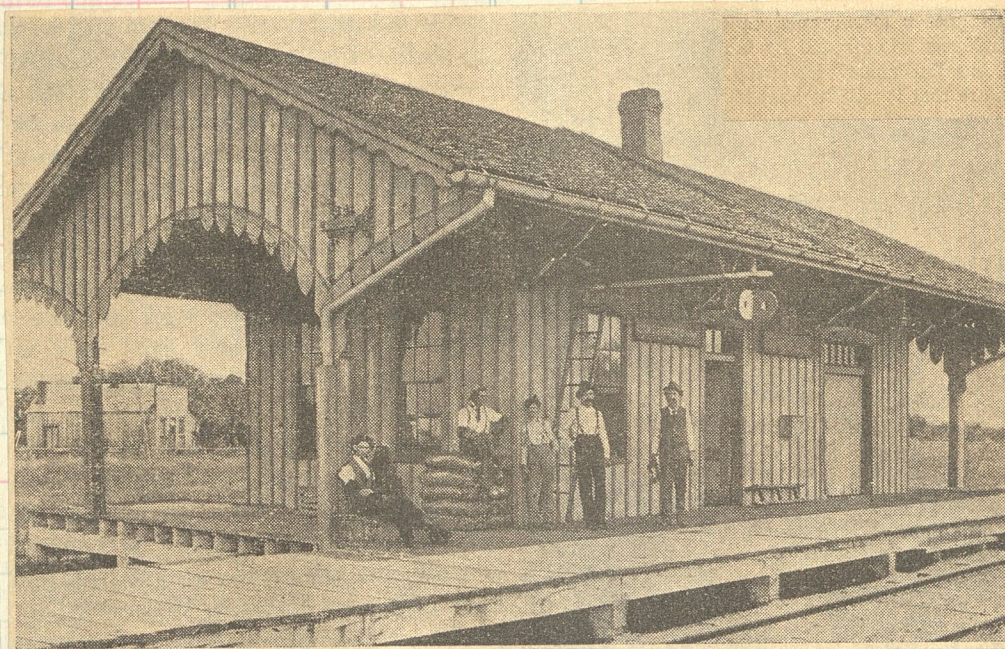
St Louis & South Eastern

The Louisville & Nashville watering station at Queen's Lake near New Memphis, Ill., had two tanks, one for storage. Gage on tank indicated water level. Freight train pulled by No. 1548, Class J-3, stopped to take on 10,000 gallons of water.

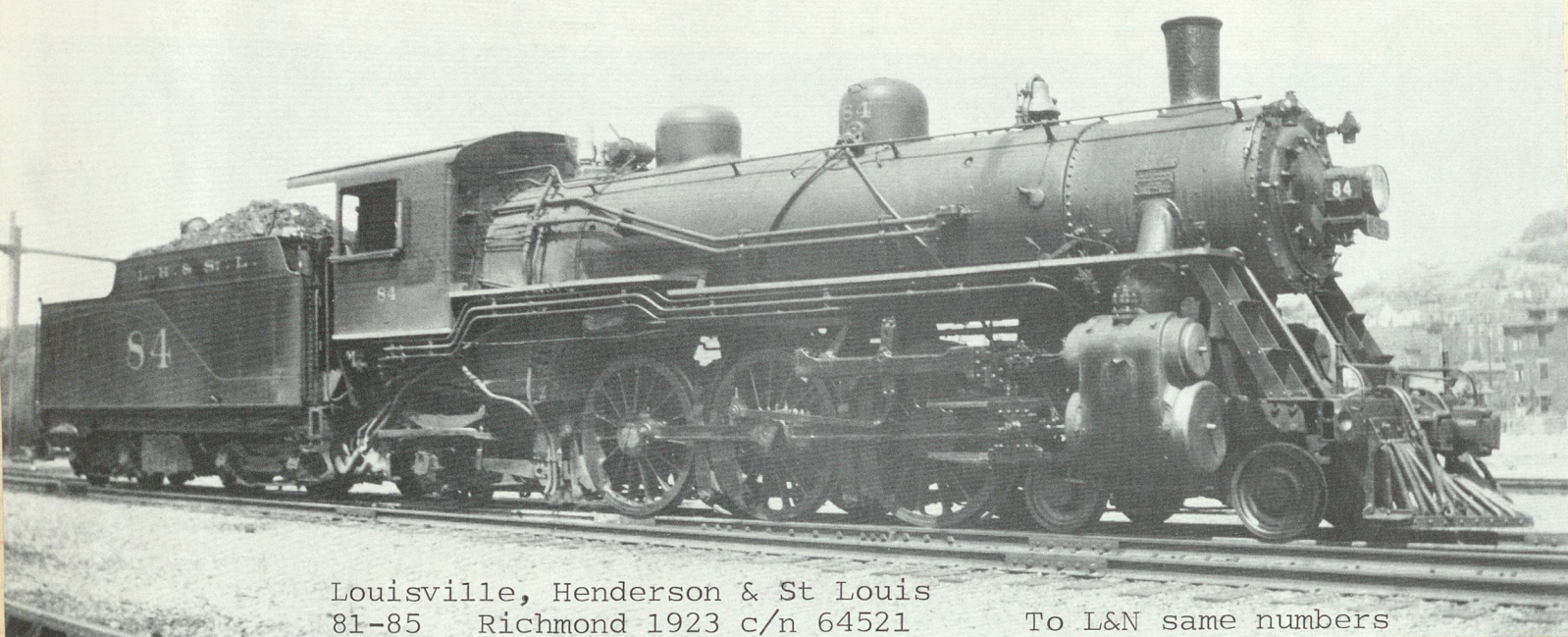


#6 blt by Pittsburgh 1888 c/n 864

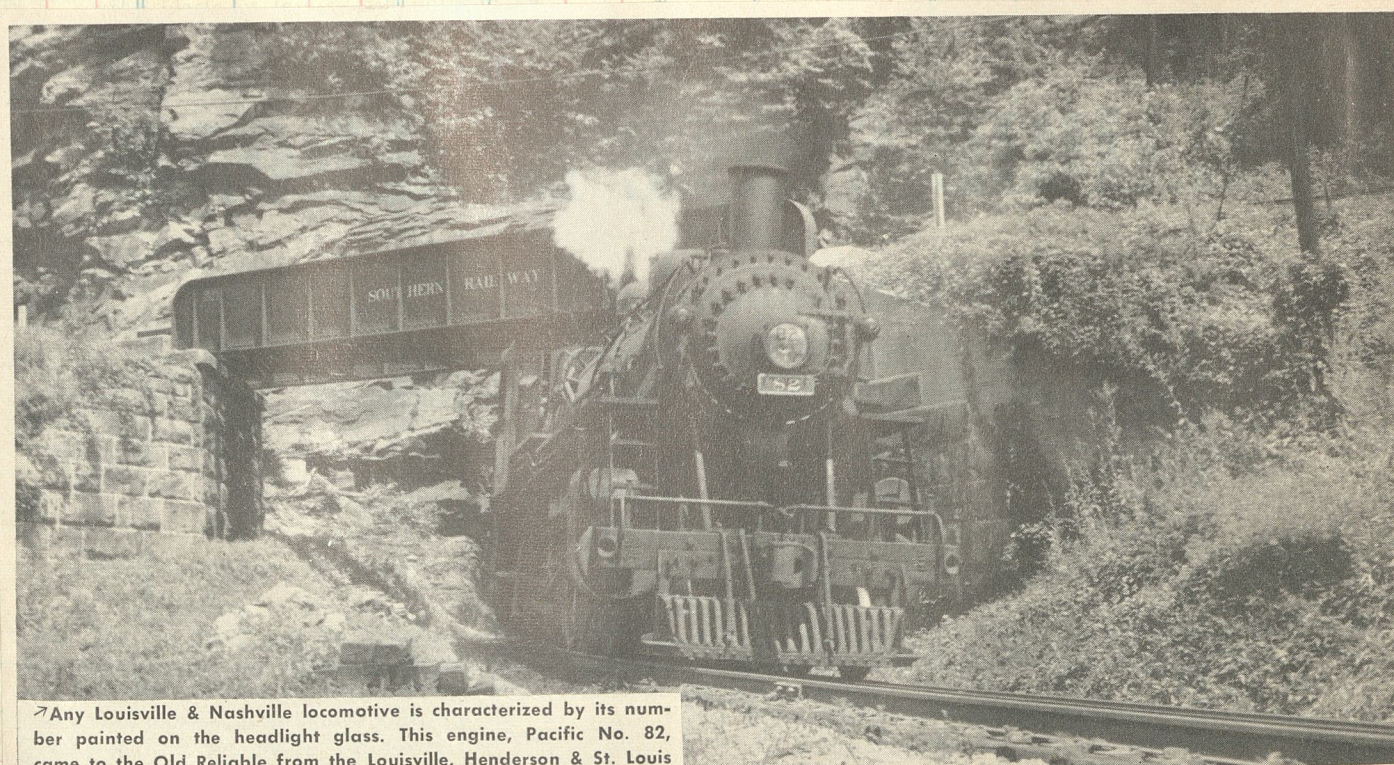
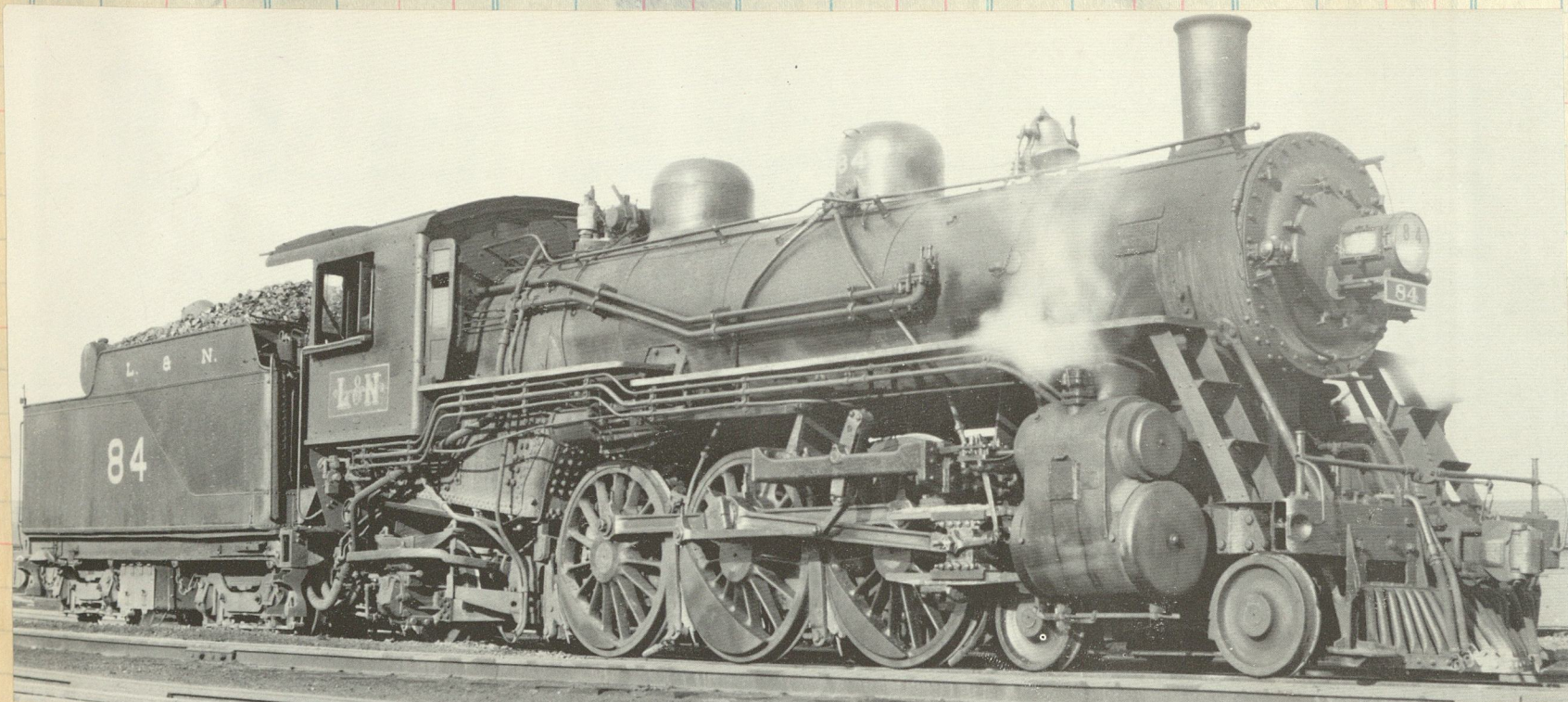
Entire shop force at Cloverport Shops, L. H. & St. L. Ry., about 1904.



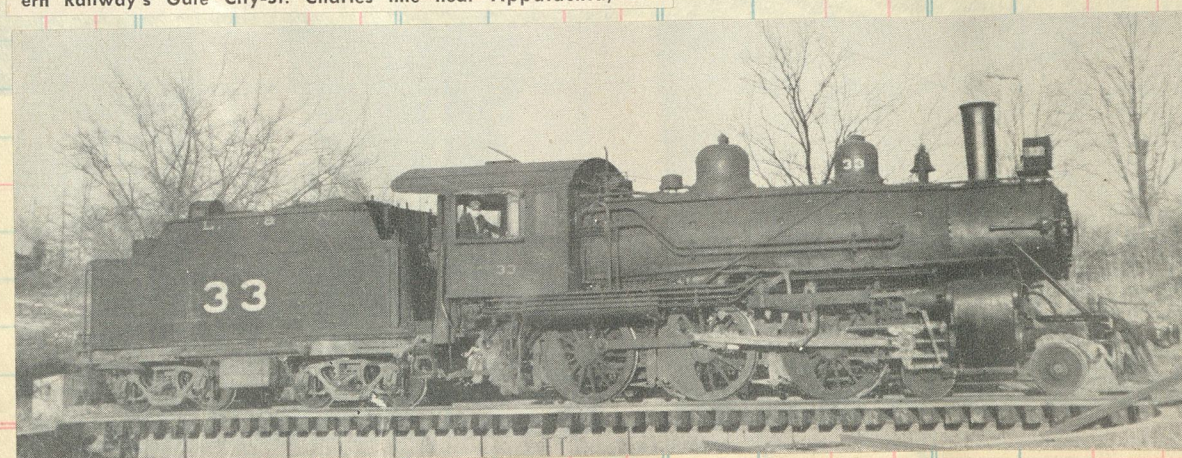
Typical of thousands of country depots at the turn of the century. This one at OPDYKE, ILL on the old St Louis & South Eastern, 86 miles east of St Louis.



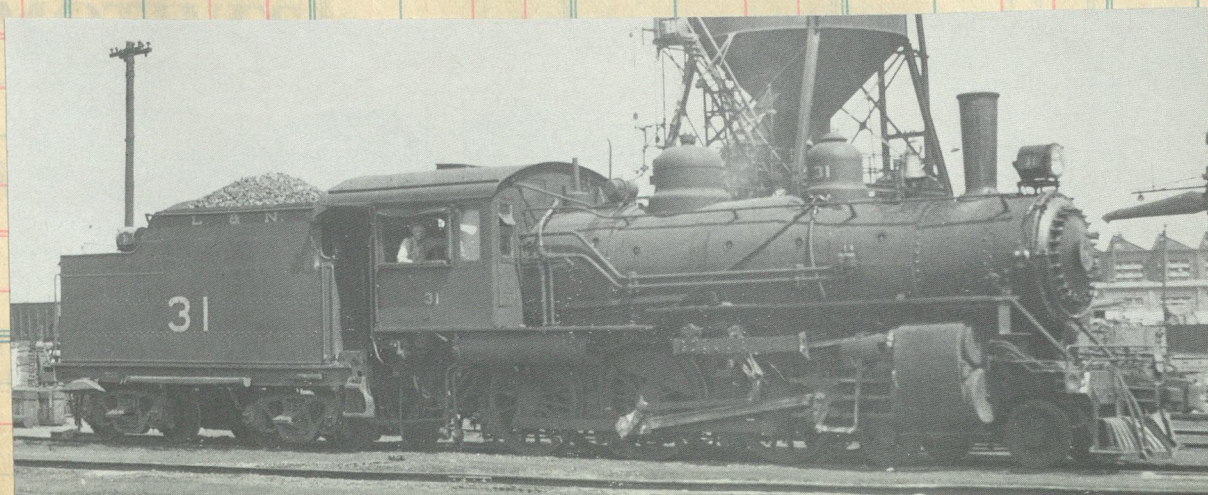
Louisville, Henderson & St Louis
81-85 Richmond 1923 c/n 64521 To L&N same numbers



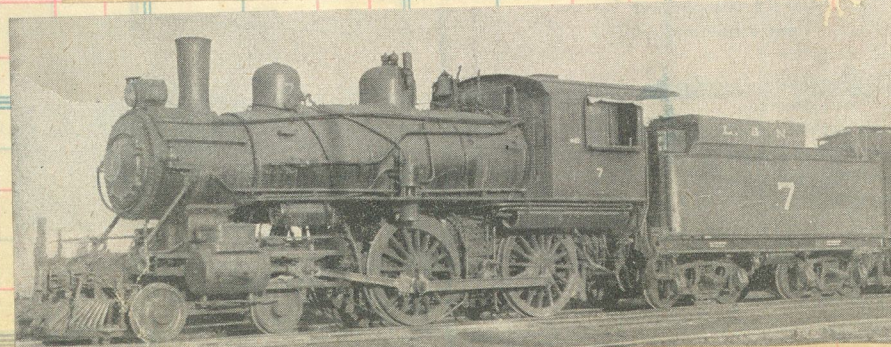
Any Louisville & Nashville locomotive is characterized by its number painted on the headlight glass. This engine, Pacific No. 82, came to the Old Reliable from the Louisville, Henderson & St. Louis Railway. Here she trundles out of a tunnel and under the Southern Railway's Gate City-St. Charles line near Appalachia, Va.



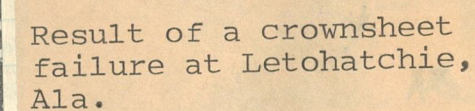
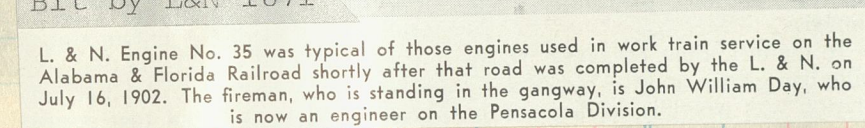
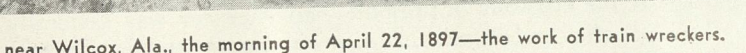
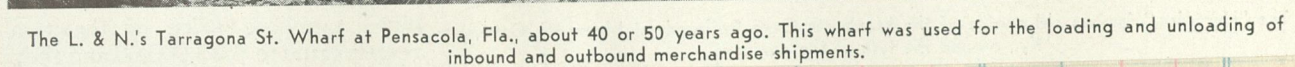
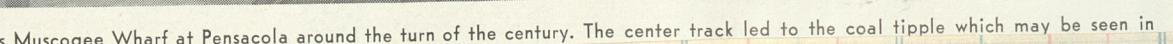
Ten wheeler #33 relaxes on the Armstrong table at Greensburg, Ky. after bringing the mixed over 31 miles from Lebanon. She was built as LH&StL #33 by Baldwin in 1912 c/n 38605.



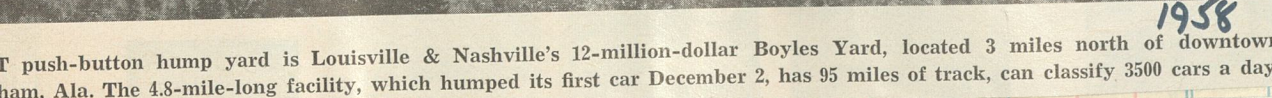
Former LH&StL #31 c/n 38456 Baldwin 1912



The last 4-4-0 on the L&N Blt as Midland Penna #7 by Baldwin 1916 c/n 43007 Sold to Cumberland & Manchester #7, then L&N #7. Worked the G&L branch and retired in 1947

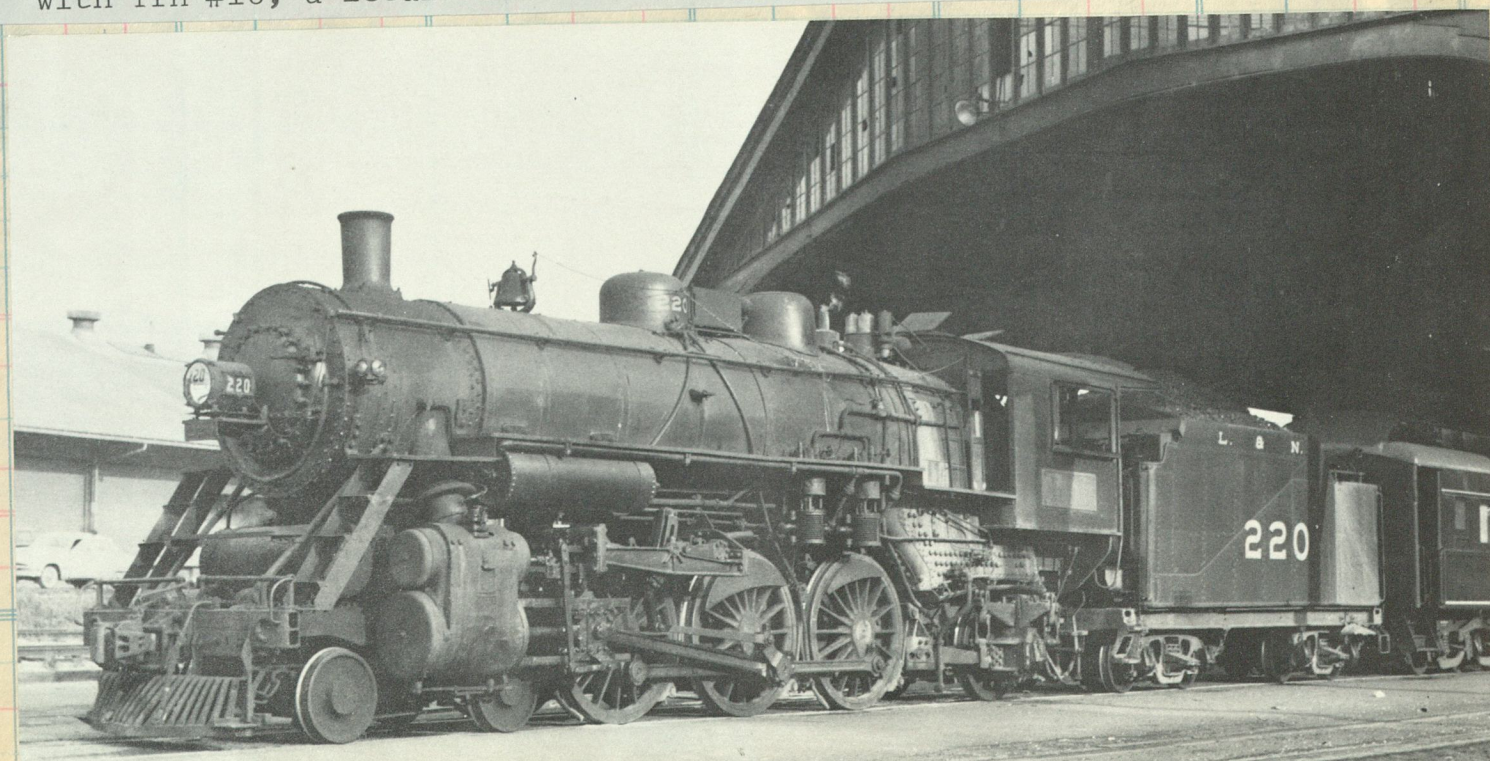
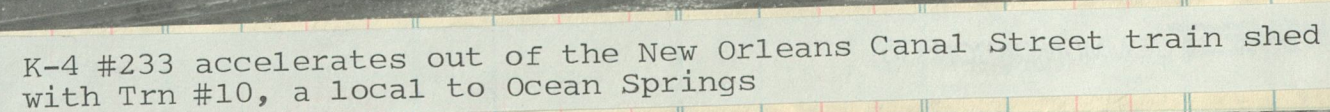


The boiler is buried in bridge embankment 116' from the running gear.



The New Orleans terminal for the I & N from 1906 to 1954

South end
Canal Street Station

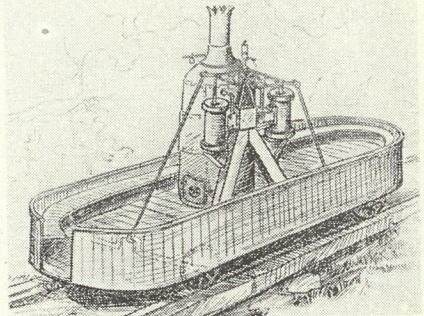


Another of the K-4's poses at the north end of the Canal Street trainshed.

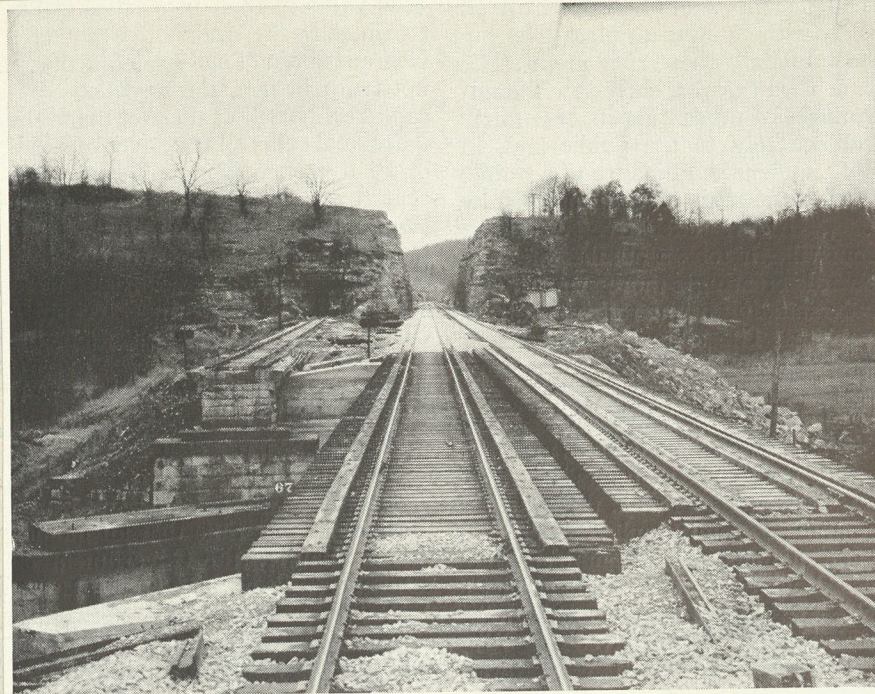


J. B. Fravert.

The Louisville & Nashville has two main lines out of Cincinnati — one to Atlanta, the other to New Orleans via Louisville. This is the first section of No. 75 behind 2-8-2's 1909 and 1910 at HK Tower, Anchorage, Ky., en route to Louisville.



The first locomotive of the old L. & O. R. R.



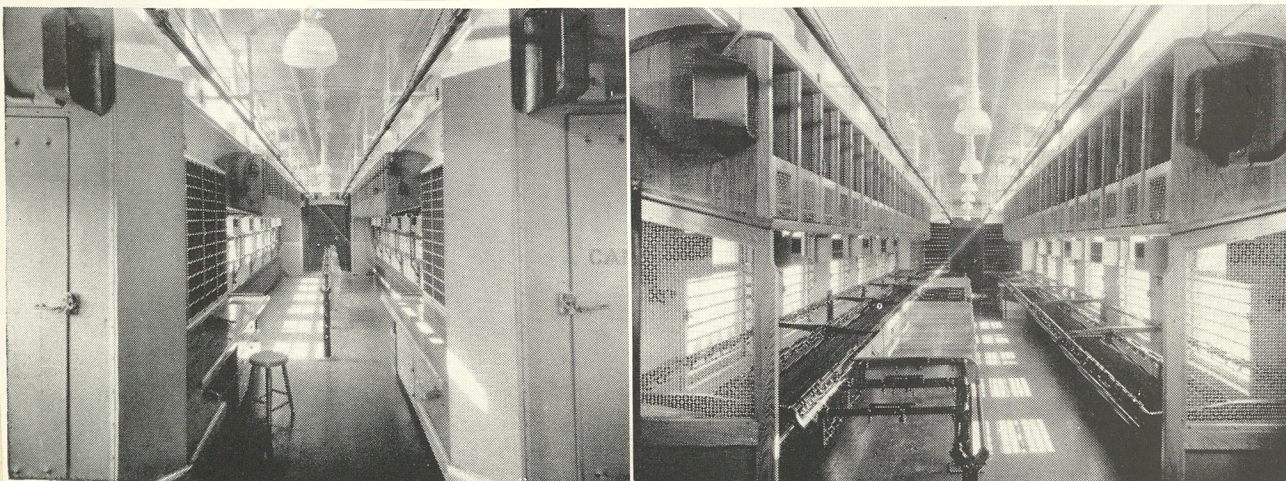
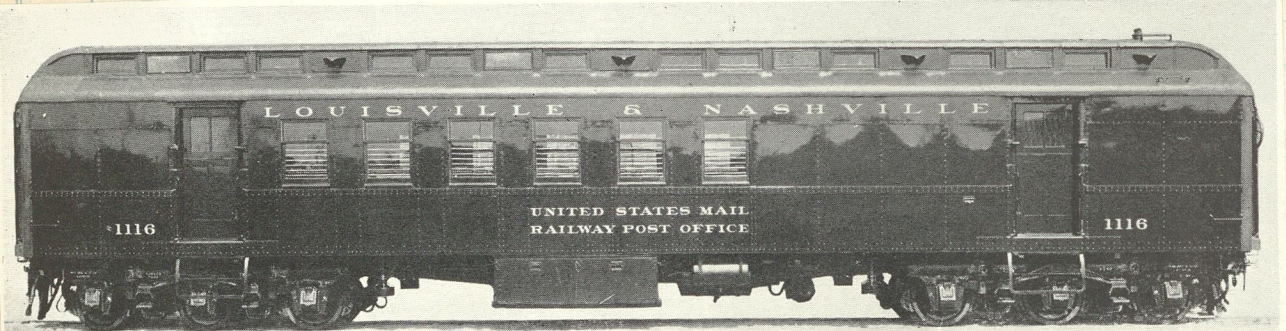
A typical construction scene on the old Kentucky Division during the double-tracking of the line from Patio to Sinks, Ky., 1923-1928. The above picture was taken looking north from Langford and shows both the old and new track. The double-track cut eliminated the tunnel at left.



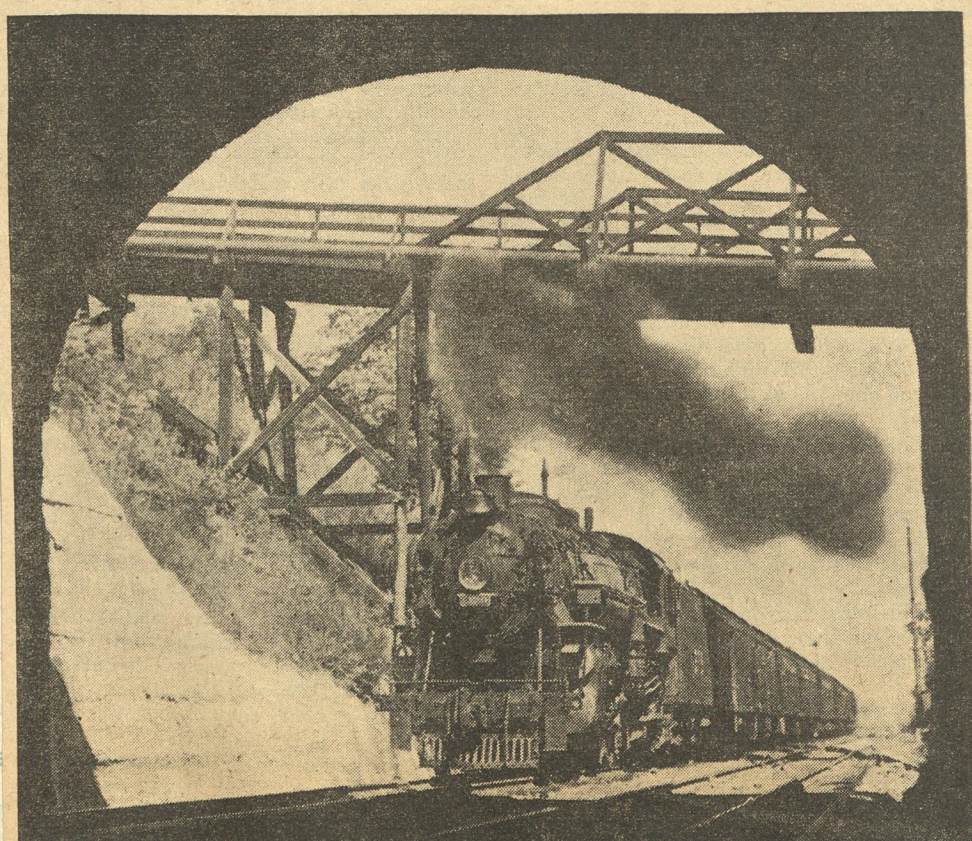
The car repair tracks and east yard at DeCoursey, Ky., on January 23, 1937, during the Ohio Valley flood.



"Niggerhead" Rock, a scenic oddity encountered on one of the L. & N.'s lines branching off from the C. V. main at Pennington, Va.



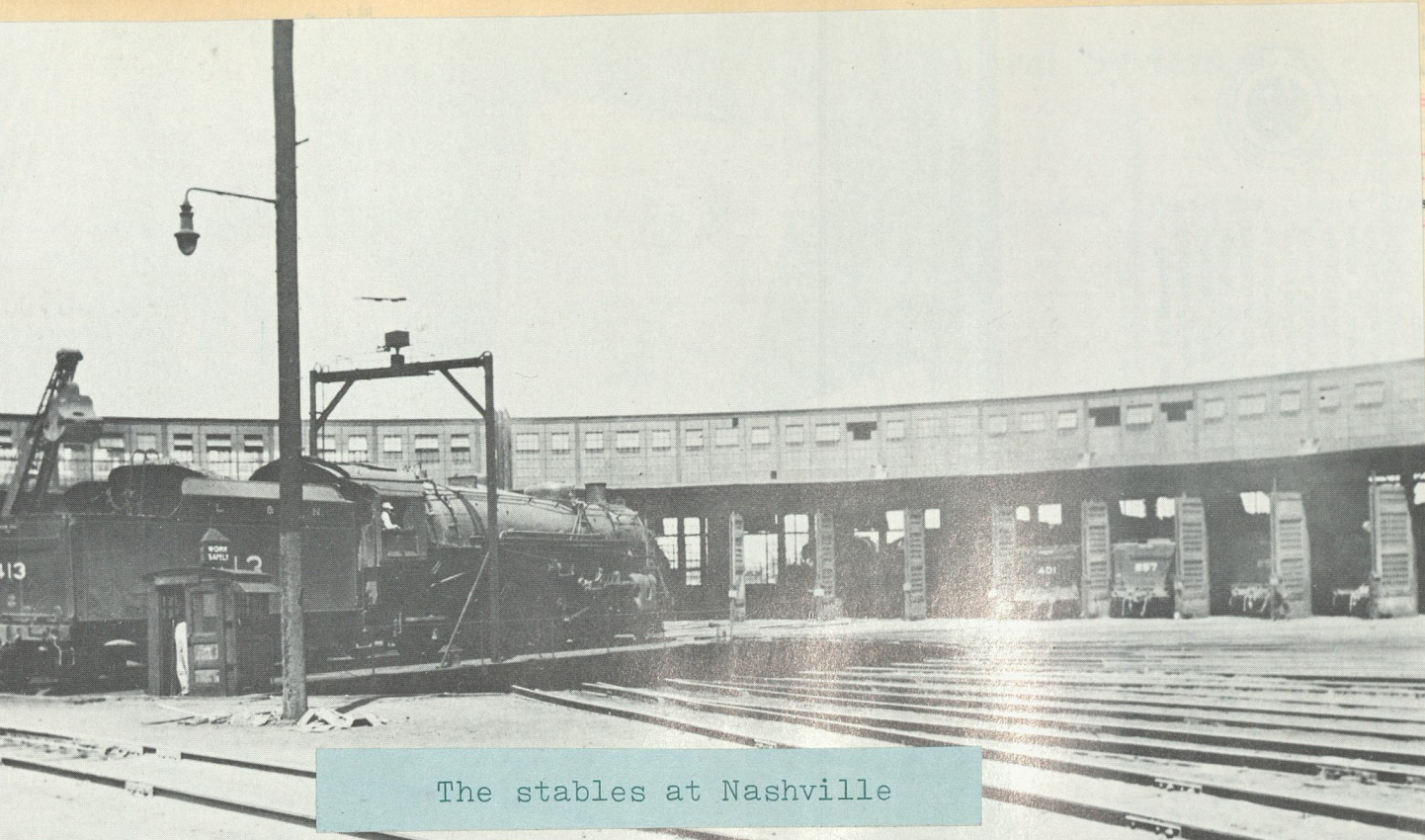
The Pan-American was one of the first crack trains in the country to have radio. Note the old-fashioned head-sets in use during the early days of this innovation.



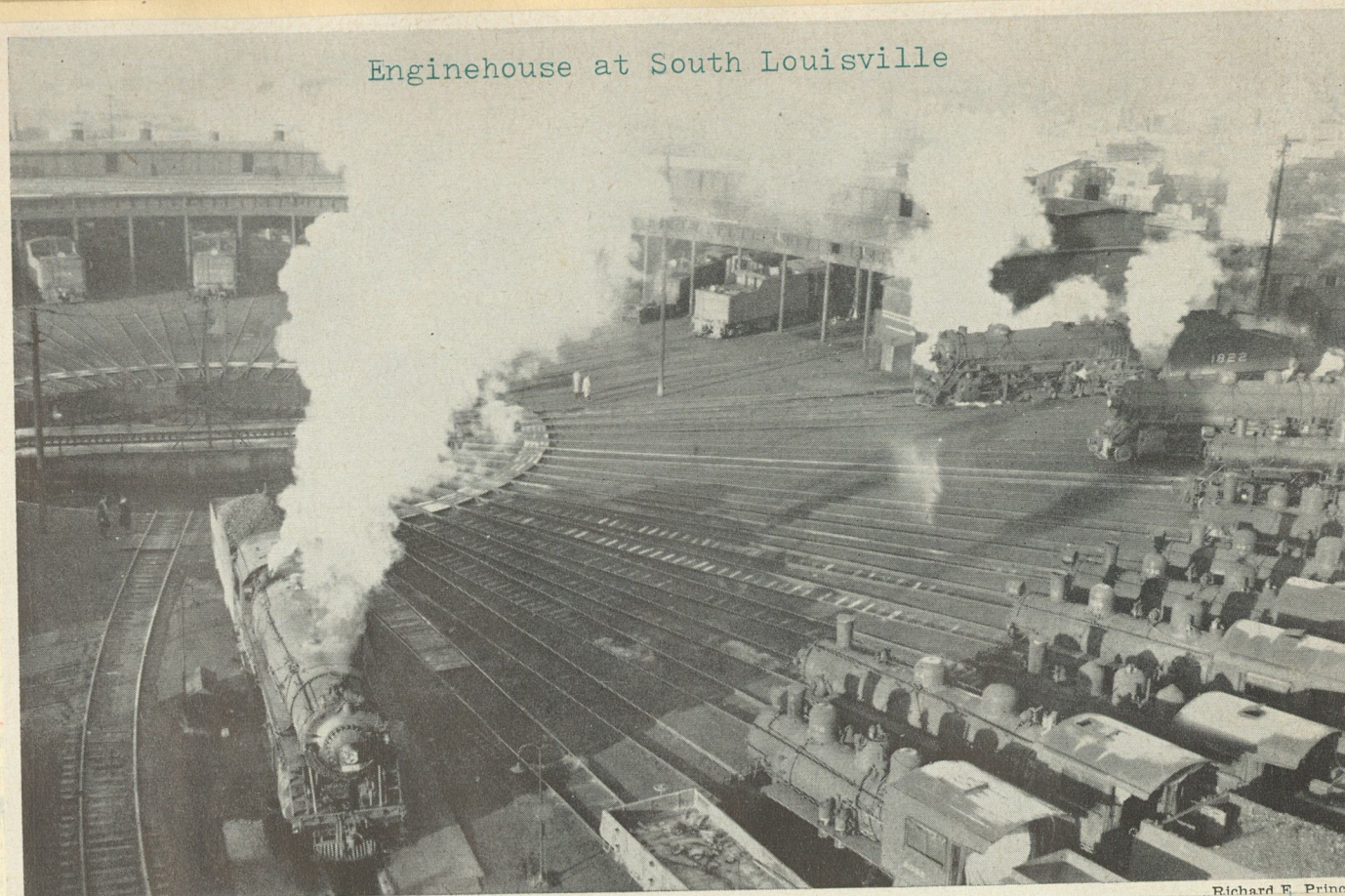
The Louisville & Nashville's Latonia (Ky.) tunnel frames this splendid action shot of the Pan-American. Photographer Thomas O. Acree, of 218 W. 12th St., Cincinnati, O., was "smoked out" five seconds later by the sulphurous exhaust of Pacific 279



In August, 1933, Radio Station WSM in Nashville put the Pan-American on radio. As seen in the photo, a microphone was used at Vine Hill Tower which was connected to WSM's 878-foot-high transmission tower near the L&N track. The radio station broadcast the whistle of the train as it roared past each evening. The whistle spot was so popular that it was broadcast for over a decade and even into the diesel era. No. 272, on the point, was a USRA-designed Pacific.



The stables at Nashville

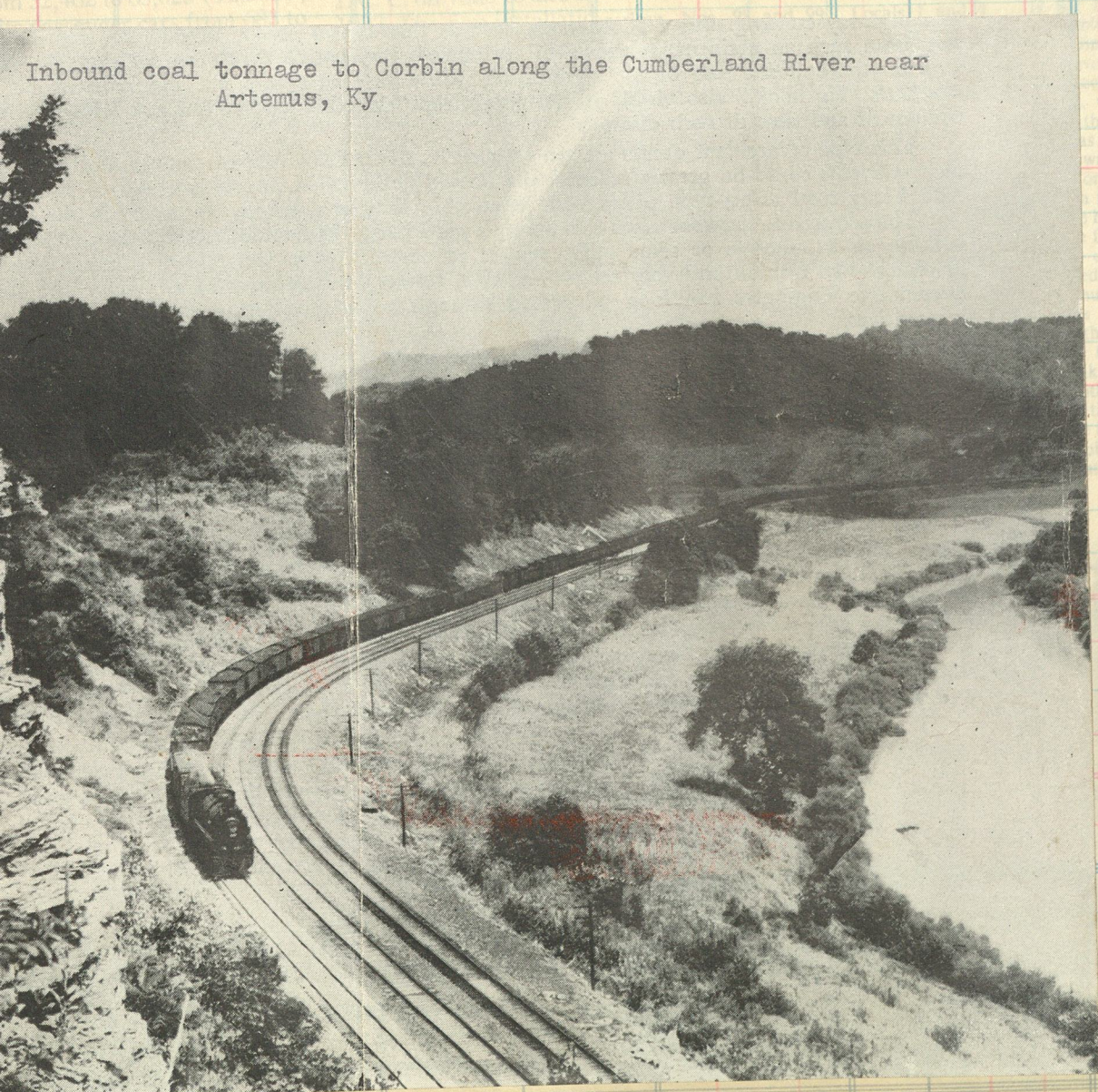


Enginehouse at South Louisville

Richard F. Prince



Louisville & Nashville's train 46-85 leaves Birmingham in the morning, makes a U-shaped 184-mile run, and ends up at Calera, 34 miles south of Birmingham.



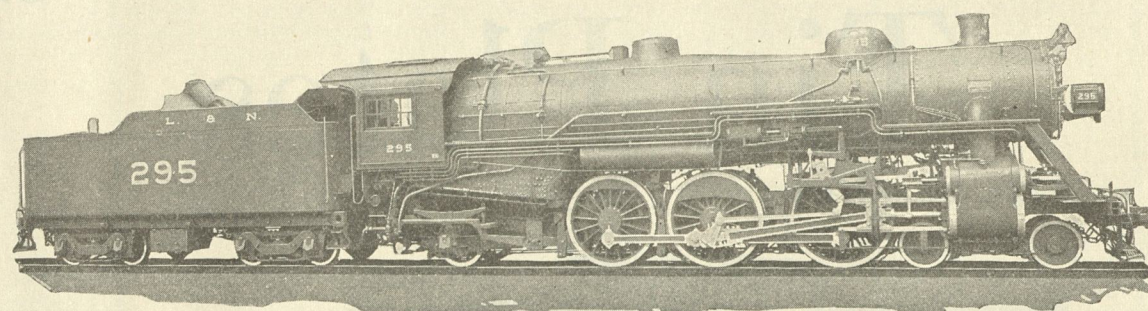
Inbound coal tonnage to Corbin along the Cumberland River near Artemus, Ky

6

RAILWAY REVIEW

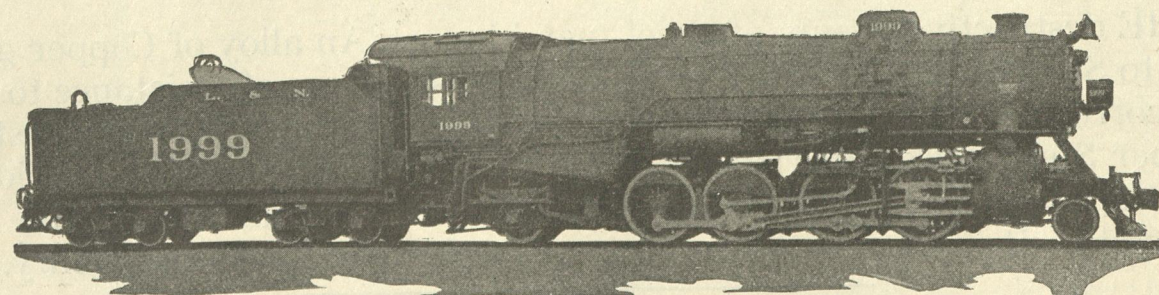
October 10, 1925

SHOWING THE WAY



Total Weight of Engine, 295,000 pounds; Weight on Drivers, 177,000 pounds; Cylinders, 3-22½ x 28 inches; Diameter of Driving Wheels, 73 inches; Boiler Pressure, 190 pounds; Maximum Tractive Power, 47,000 pounds.

Mileage up to and including August 24th—29,120



Total Weight of Engine, 334,000 pounds; Weight on Drivers, 245,500 pounds; Cylinders, 1-23x28, 2-23x32 inches; Diameter of Driving Wheels, 63 inches; Boiler Pressure, 200 pounds; Maximum Tractive Power, 65,700 pounds.

Mileage up to and including August 24th—36,184

Three Cylinder Locomotives
on the
Louisville and Nashville Railroad

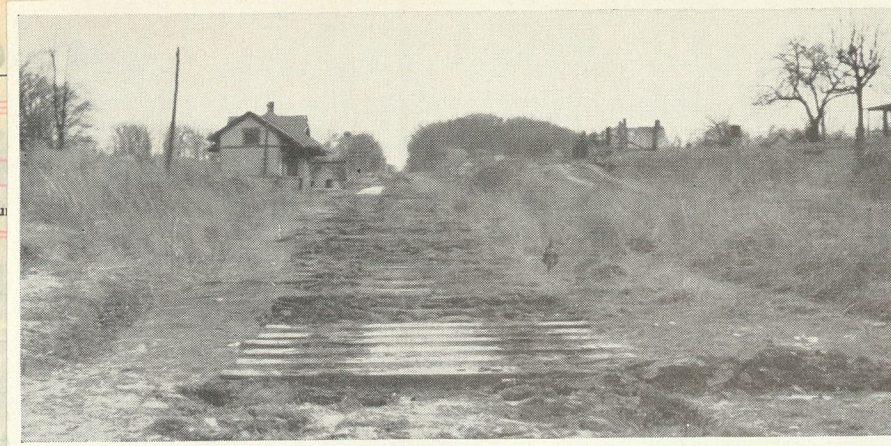
AMERICAN LOCOMOTIVE COMPANY

30 Church Street

New York City

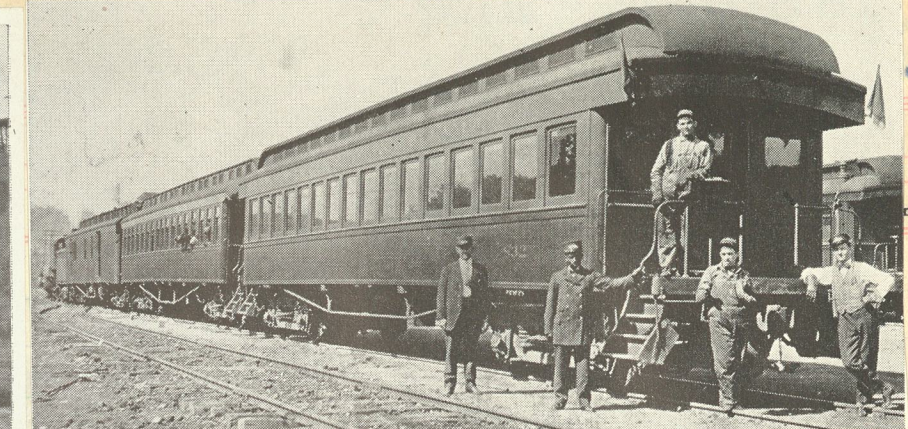


Opening of the Pewee Valley, Ky., station in 1867.



Typical abandonment scene on the Old Reliable. This is how a portion of the Adairville Branch looked, following the removal of the track. Red Oak station in distance.

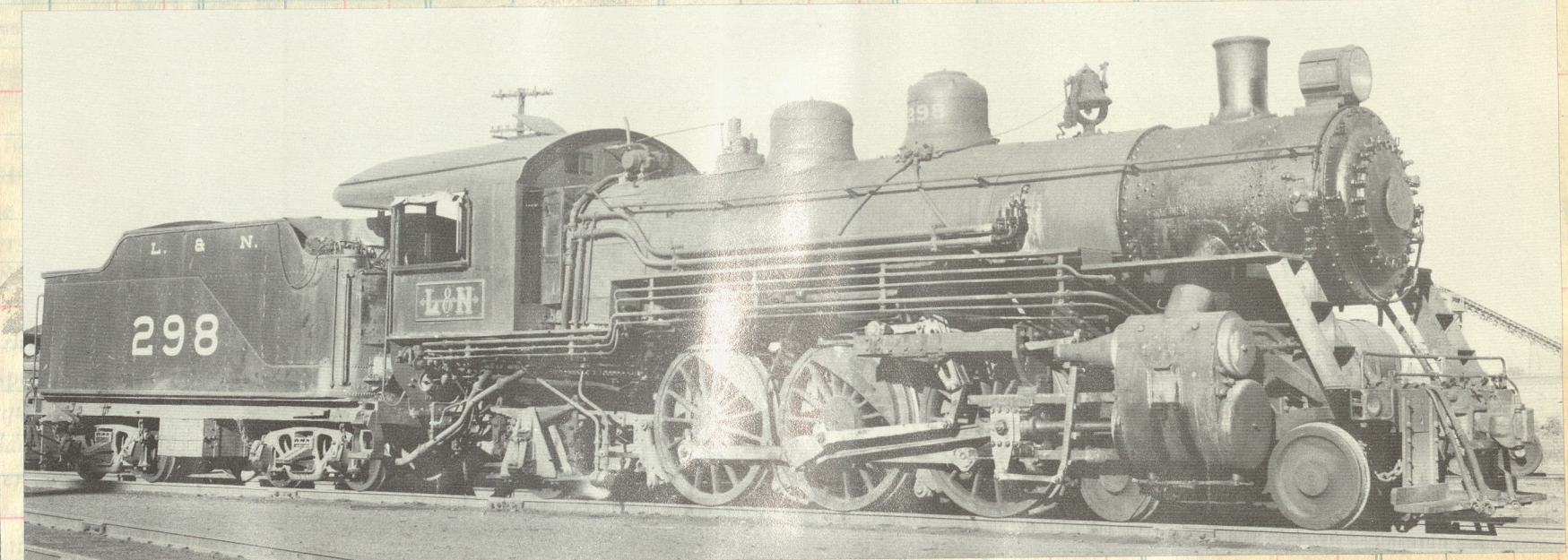
Russellville to Adairville Ky
12 miles, abandoned 1938



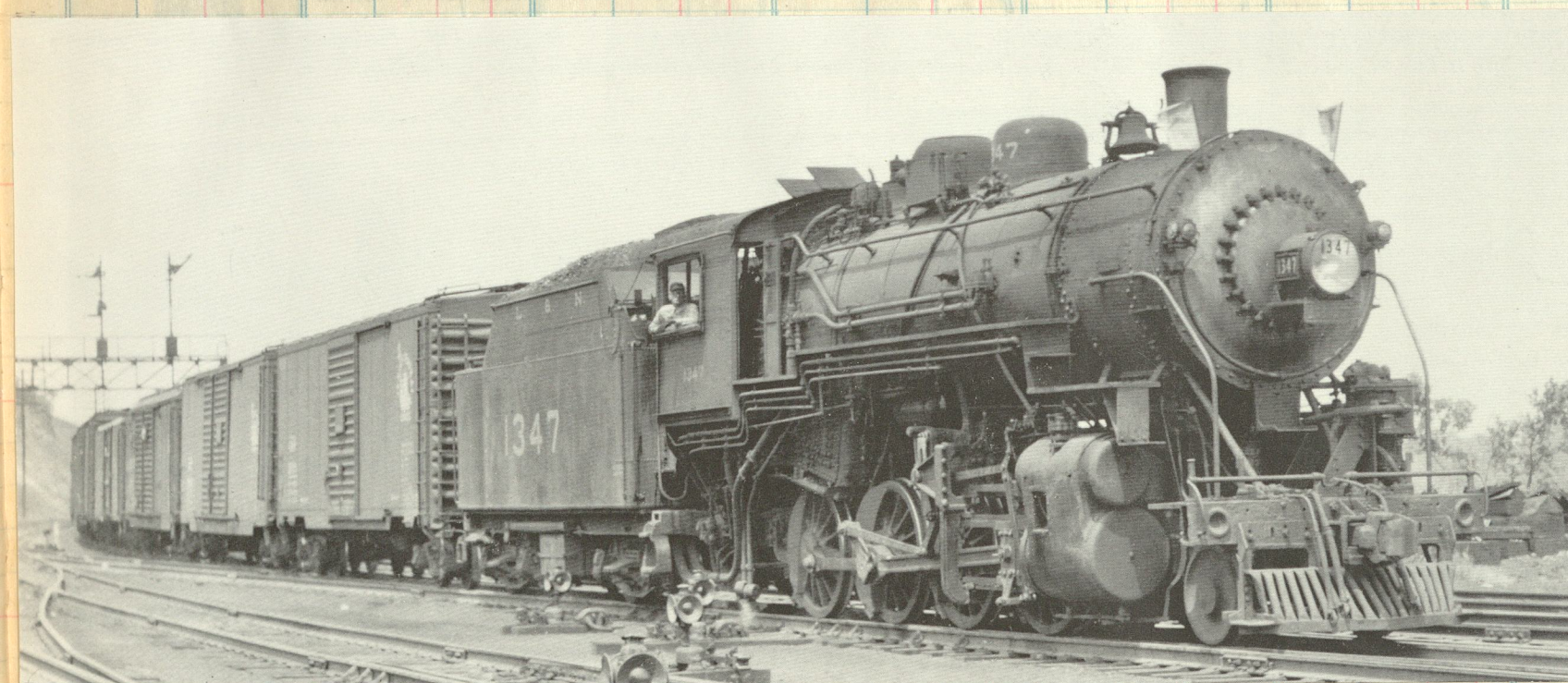
Back in the time of a day's work for a day's pay (c 1910) a proud crew of a typical local passenger consist.



The 1279, a 2-8-0, has ample tonnage tied to her drawbar as she thunders along near Gentilly, just north of New Orleans. Built by So Louisville in 1911 c/n 115.



In 1912 Baldwin delivered four Pacifics to the New Orleans, Mobile & Chicago 40-43. In 1917 they went to the Gulf, Mobile & Northern with same numbers. Purchased by the L&N 1920 and noed 296-299 class K-6. #298 c/n 38426.

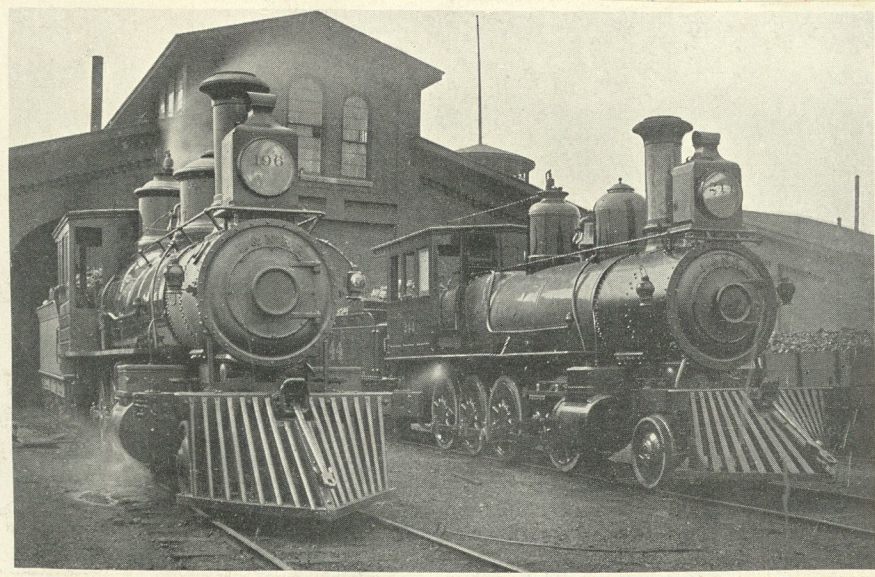


With her 'laundry' displayed, Extra 1347 (H-29 L&N 1913)paddles into the yard at Montgomery.

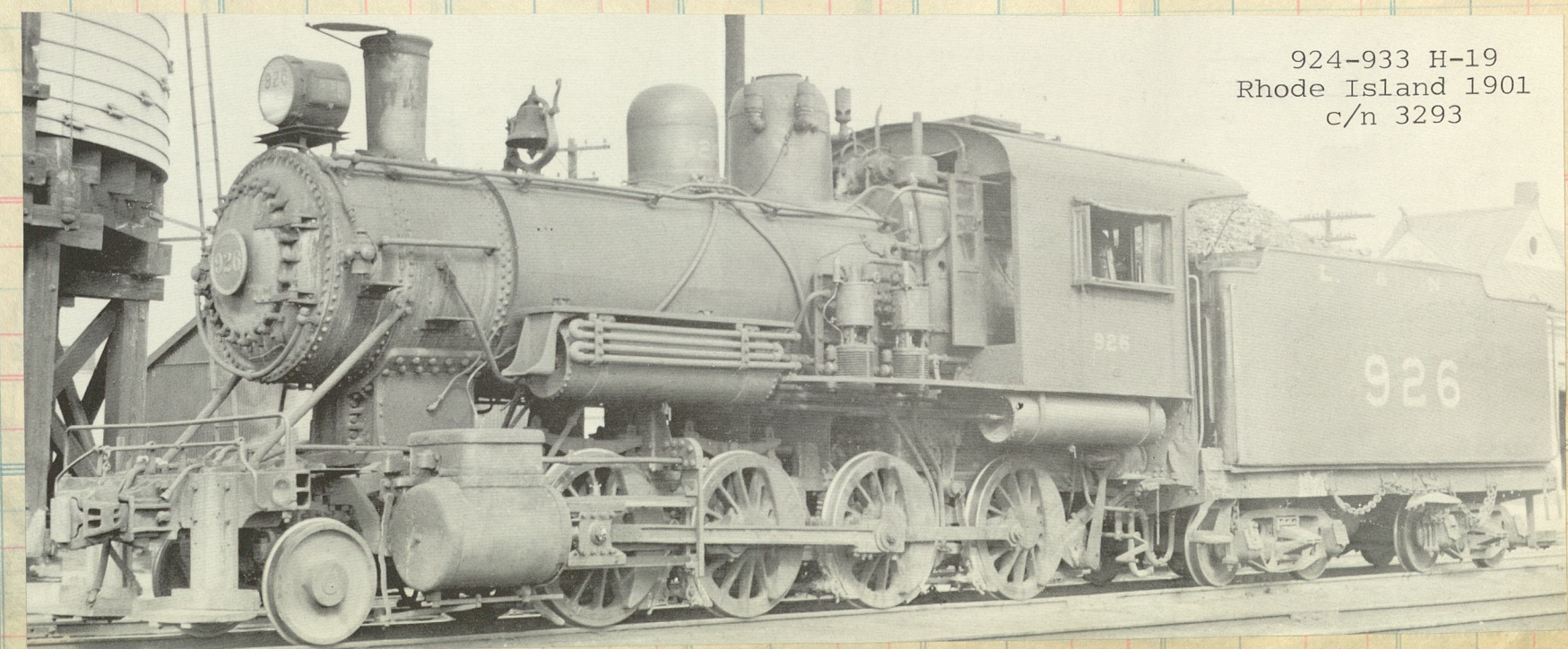


Engs 1325 and 1507 accelerate out of Atlanta with northbound tonnage on the old Western & Atlantic [NC&StL] main line.

The Louisville & Nashville first used the Consolidation (2-8-0) type in freight service in 1884. The illustration shows two early Consolidations standing back of the machine shop at Bowling Green. Engine 196, on the left, with a round-top boiler, was built by the Rogers Locomotive Works; while engine 244, on the right, with a Belpaire boiler, was built in the Louisville Shops. The Louisville & Nashville was one of the first roads in the United States to use the Belpaire firebox on an extensive scale. The Consolidation type locomotives were used in heavy freight service between Bowling Green and Louisville, a run of 113.6 miles.

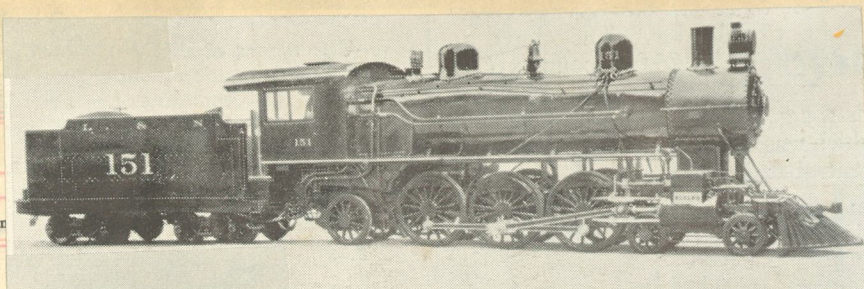


#196 Rogers 1886 c/n 3656. Renoed 636, rebt to B-6 0-6-0 #636
#244 L&N 1888. Renoed 644, rebt to B-7 0-6-0 #644

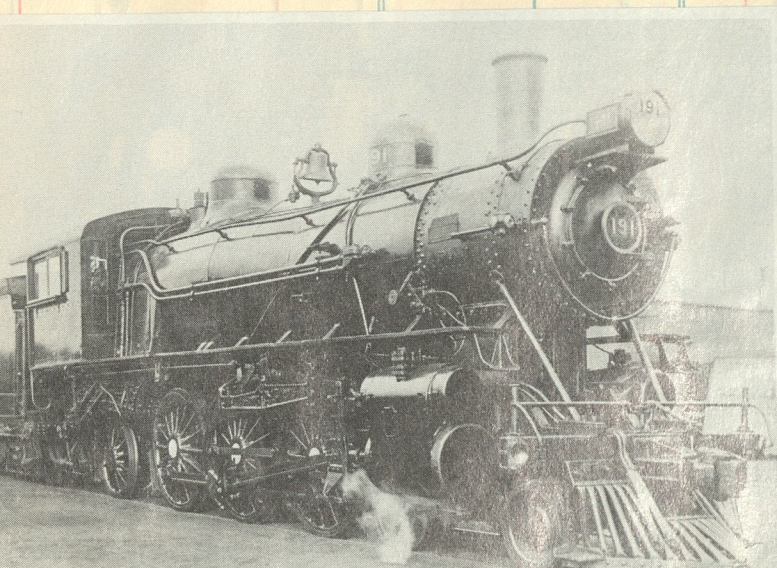


924-933 H-19
Rhode Island 1901
c/n 3293

Rogers 1905
Class K-1
c/n 6255
Rebldt K-2a

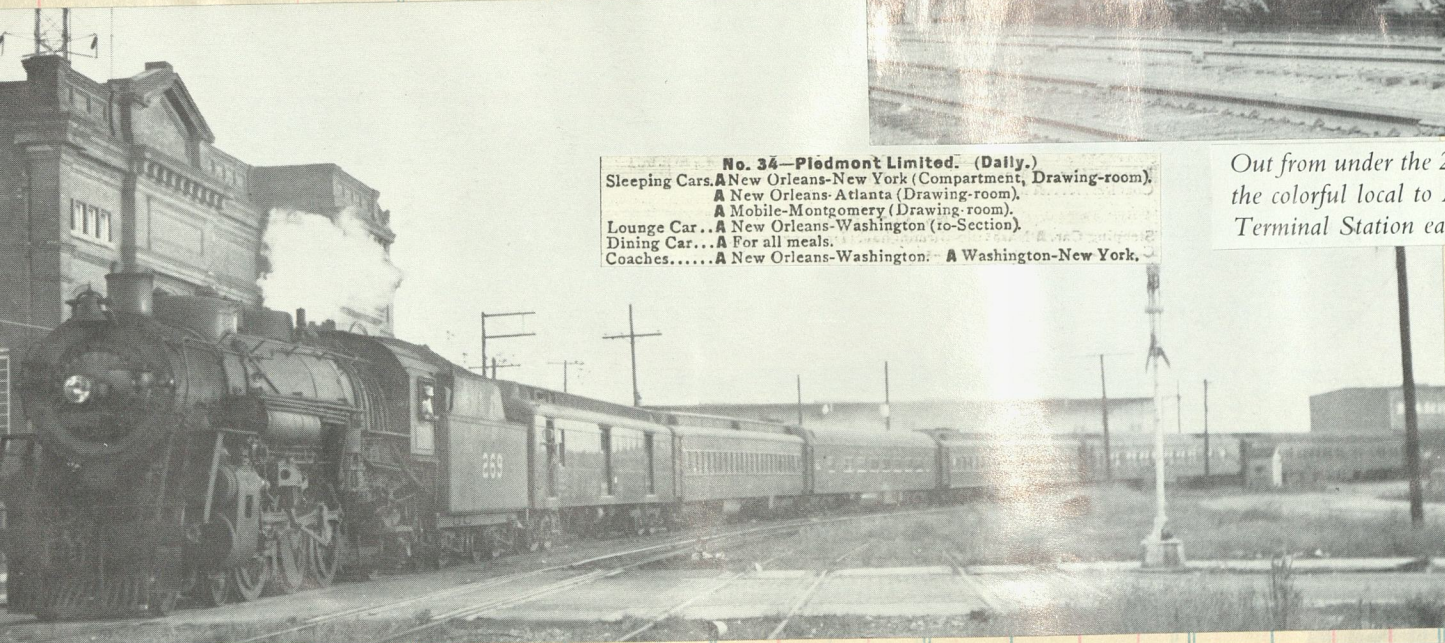


The first 4-6-2's for the L&N



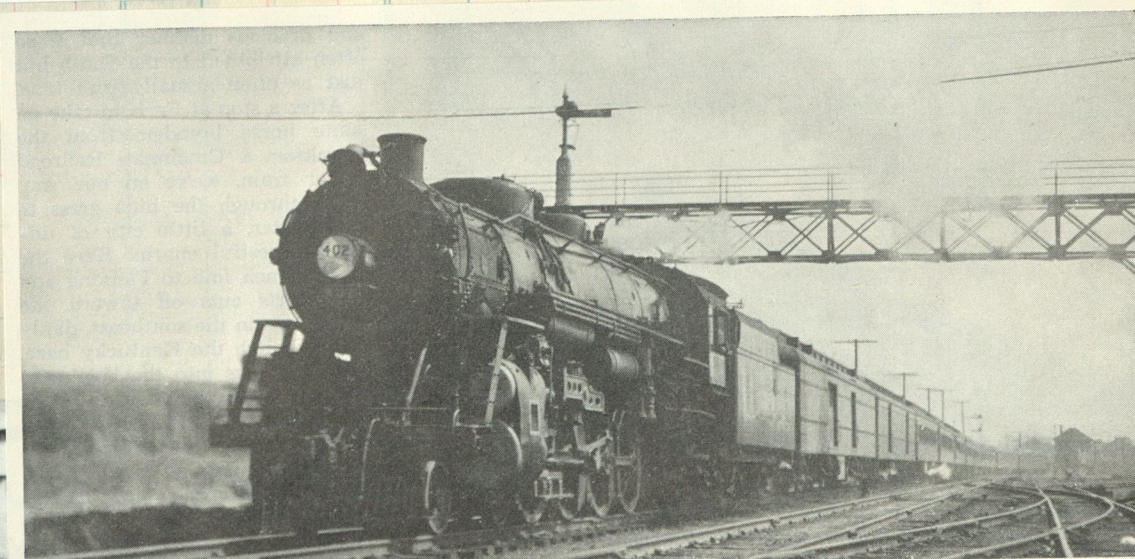
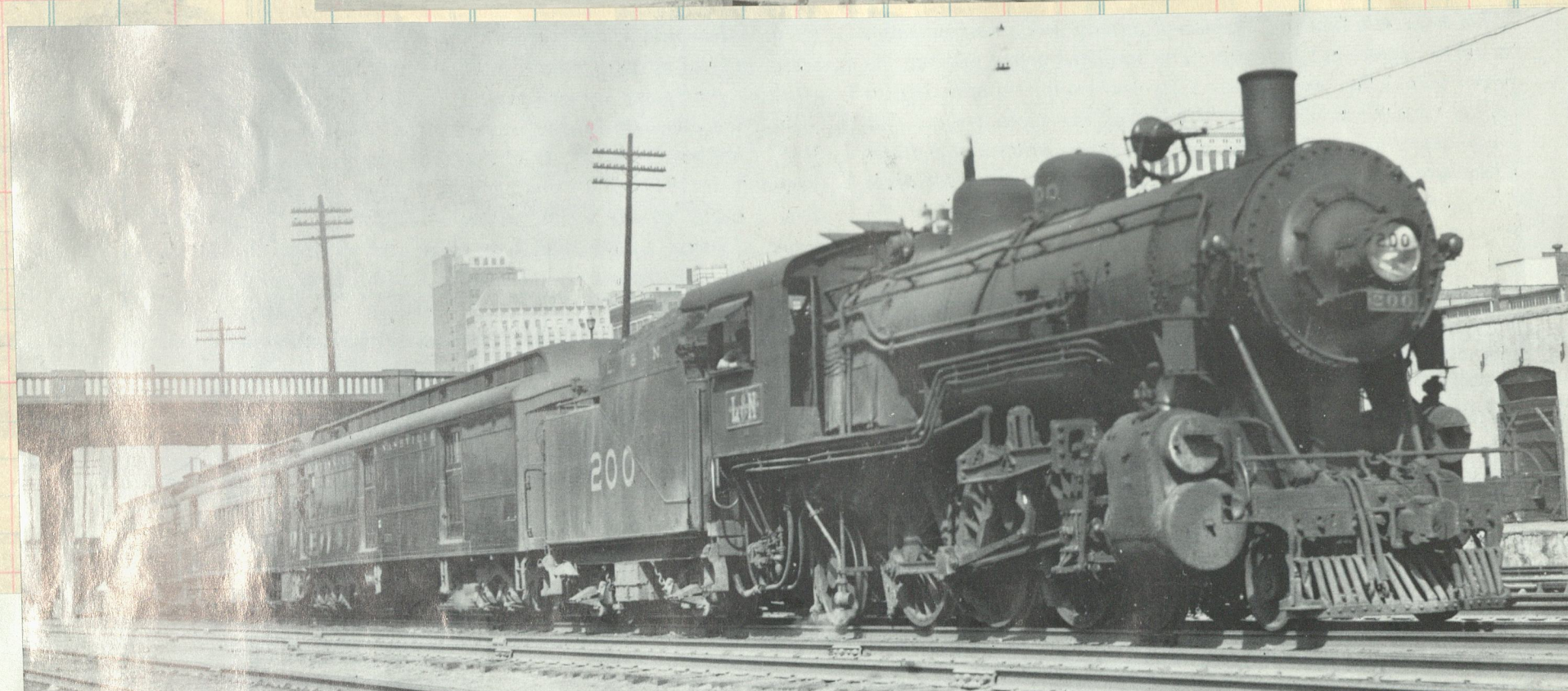
ny engines made up the K-2 class, all
at So. Louisville. The 191 c/n 91 in
shown here after being rebuilt and
assed as K-2a

69, with Trn #34, swings off Canal Street
Elysian Fields Ave., New Orleans



No. 34—Piedmont Limited (Daily.)
Sleeping Cars...A New Orleans-New York (Compartment, Drawing-room),
A New Orleans-Atlanta (Drawing-room),
A Mobile-Montgomery (Drawing-room),
Lounge Car...A New Orleans-Washington (to-Section),
Dining Car...A For all meals.
Coaches.....A New Orleans-Washington: A Washington-New York.

Out from under the 24th Street Bridge rolls L&N K-3 Pacific 200, a product of the company's South Louisville Shops, with Train 86,
the colorful local to Anniston and Calera, Ala. This train made a complete loop over branch line trackage, returning to the Birmingham
Terminal Station each night from that facility's opposite end. see pg 29



Richard E. Prince. 1141 Larchmont Cres., Norfolk, Va.

Ten cars of northbound Trn #32 departing
Terminal Sta., Atlanta behind Eng #402.



The 269 heads for the 'barn' after dropping her train at Canal St Sta.

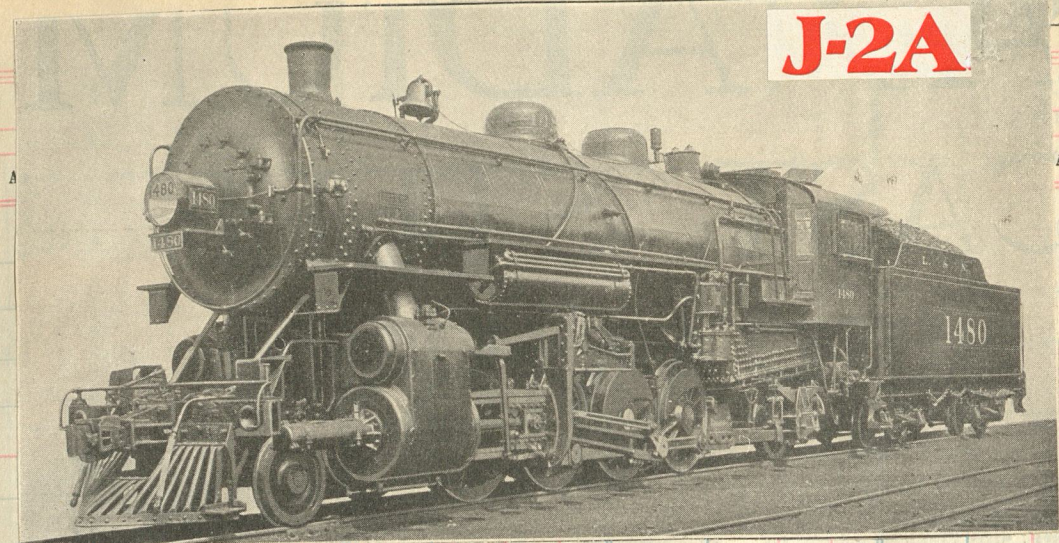


C. W. Witbeck; collection of D. S. Price.
COMPANY-BUILT H-29 2-8-0 1328 on southbound freight at Gulfport in August 1938.

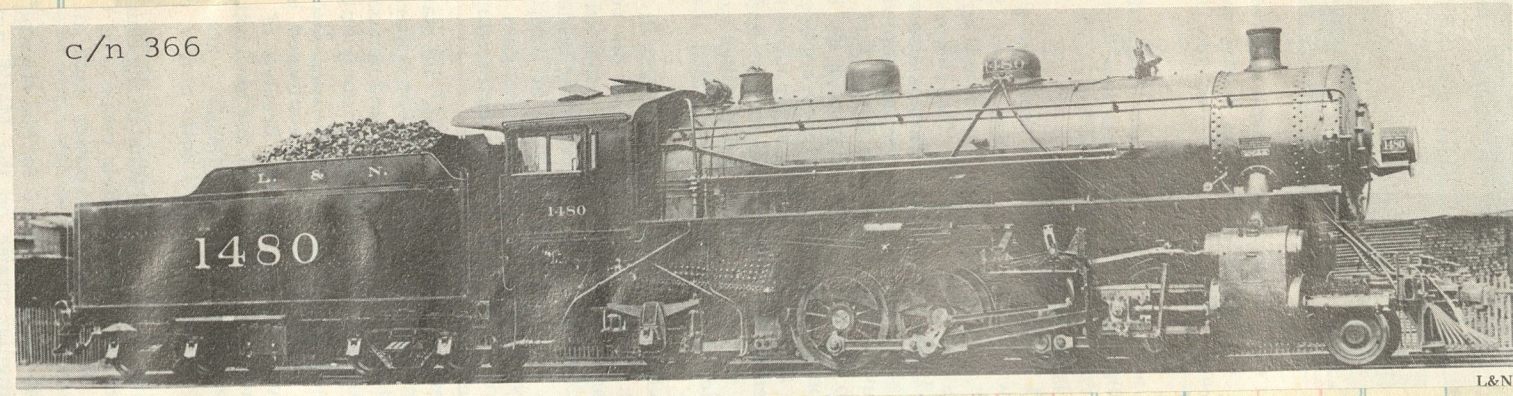
For nearly three decades the 2-8-2 type powered the greater percentage of the freight tonnage handled by the L&N. The J class could be found working over the entire system. The J-2a class was the final 2-8-2's to be built by the L&N. Sixteen were constructed in 1921 noed 1480-1495 c/n's 366-381. Most remained in service until early Fifties.

Clos. No. Sold

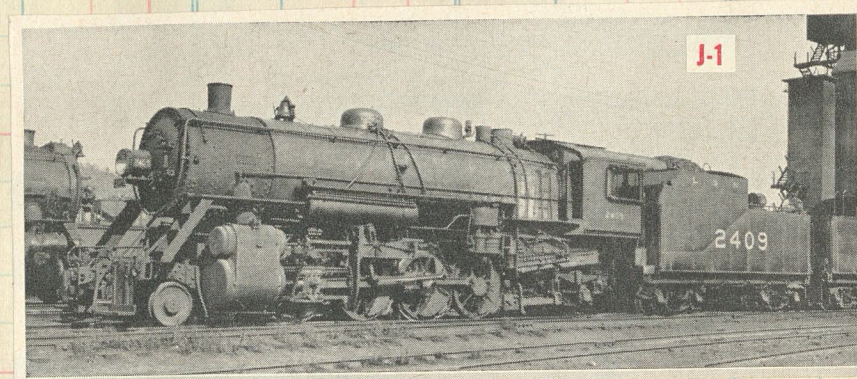
Amount Clos. No. Sold Amount



J-2A

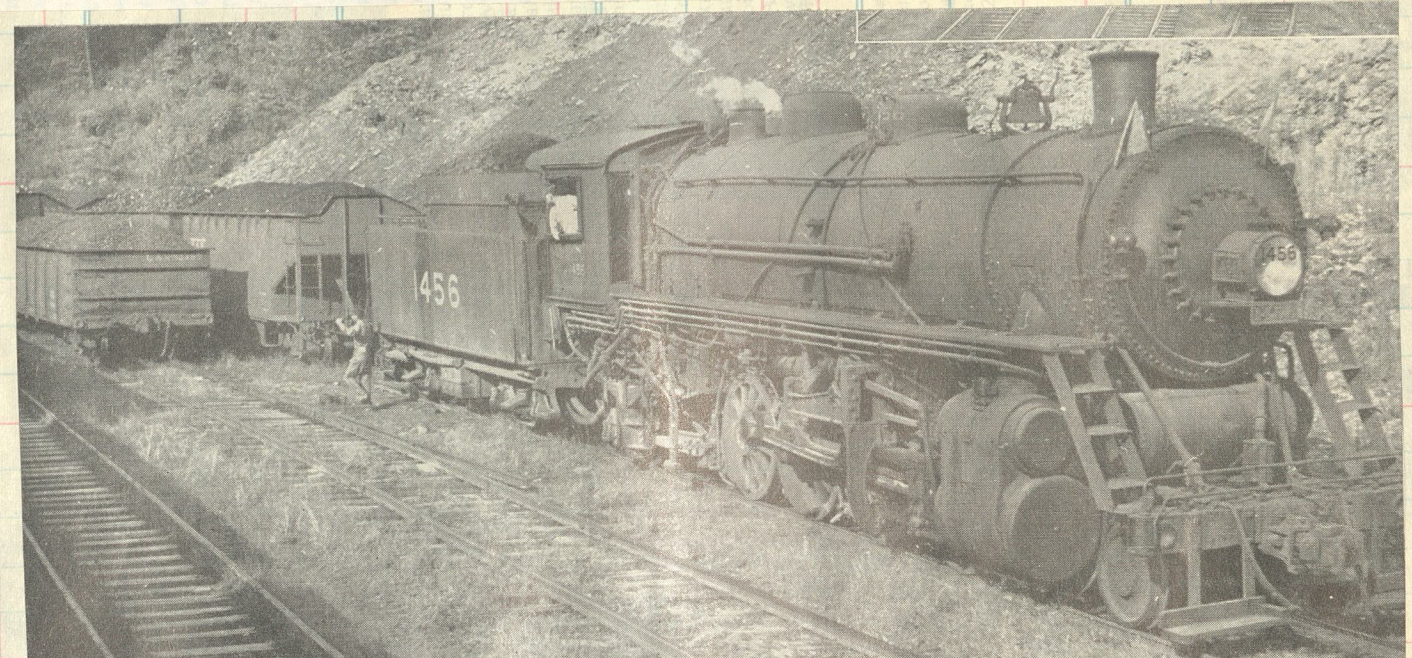


c/n 366

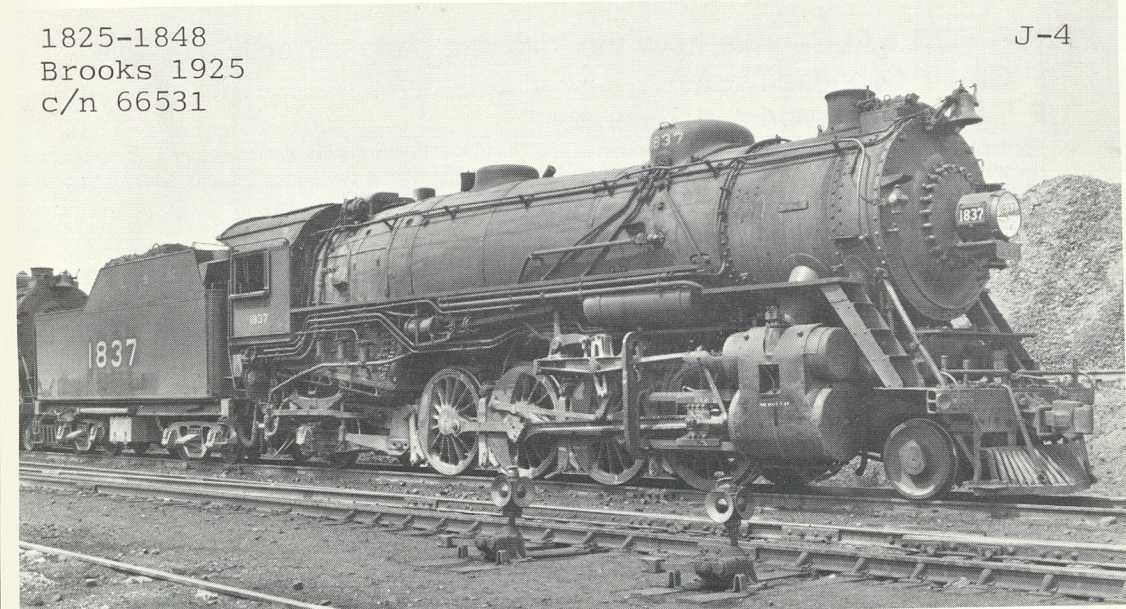


J-1

The initial J engines were sixteen built at the South Louisville Shops in 1914 noed 2400-2415. The 2409 had c/n 241.

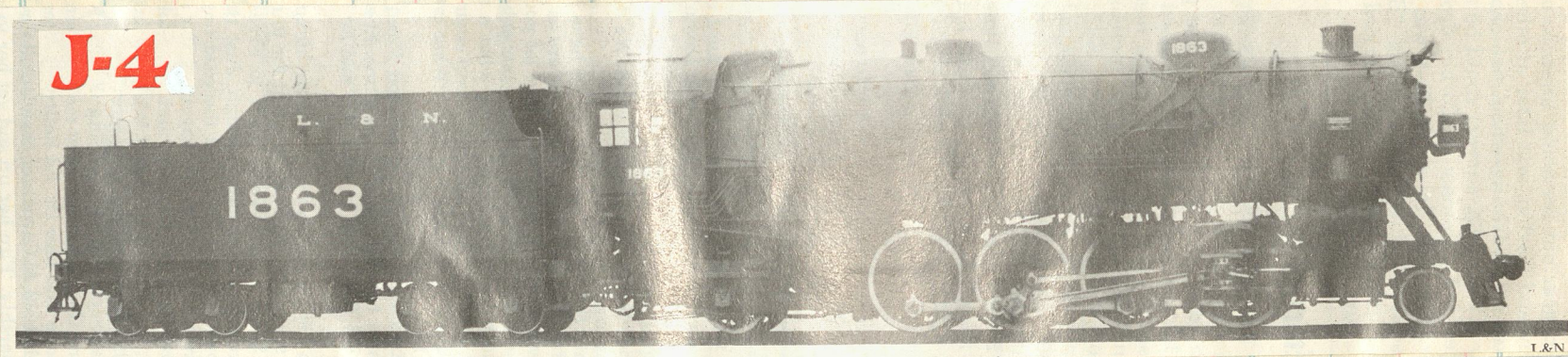


Twelve engines, noed 1450-1461, made up the J-1a class built at South Louisville in 1918. The J-1's and J-2's were assigned to handle the numerous mine runs. #1456 [c/n 326] is making up tonnage at Elkhorn #6.



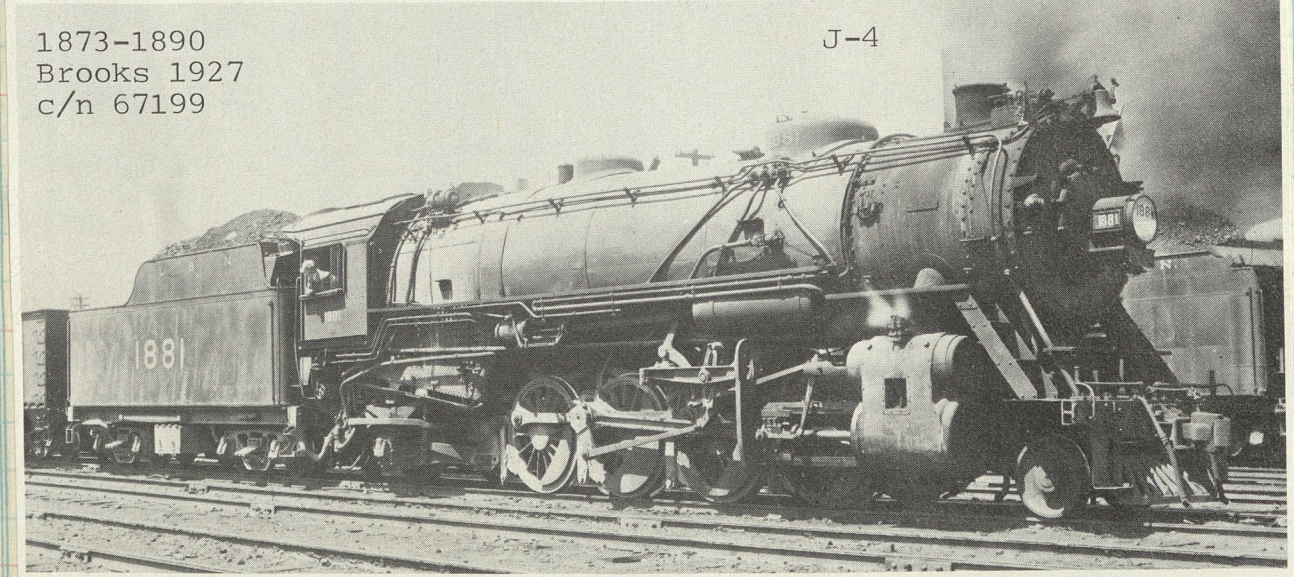
1825-1848
Brooks 1925
c/n 66531

J-4



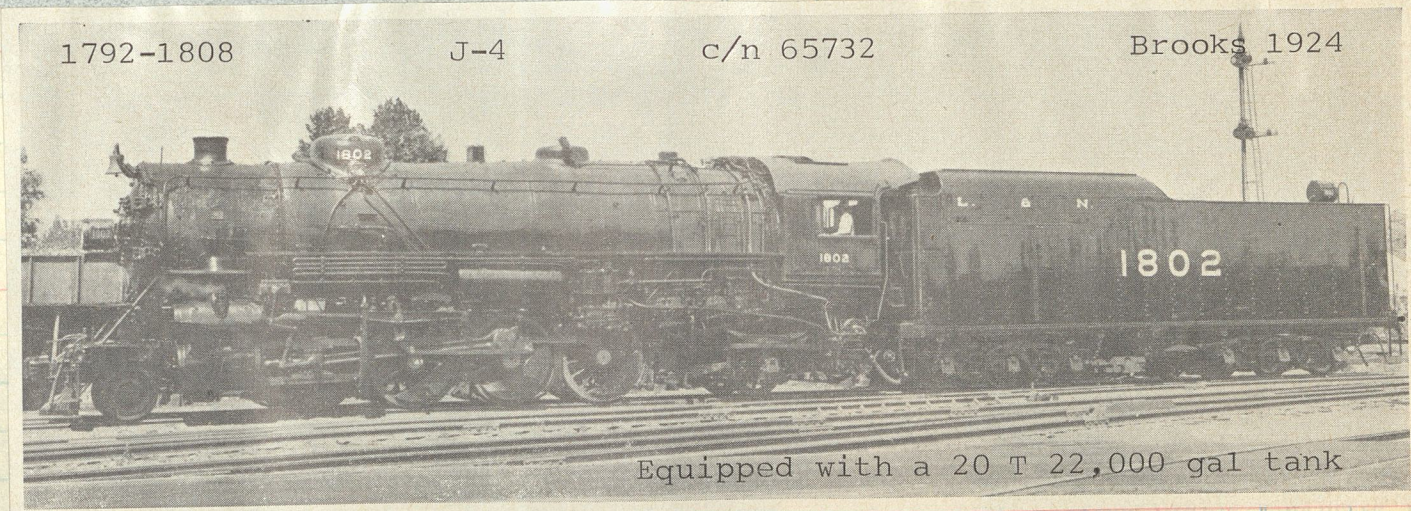
J-4

The fleet of J-4's, 141 engines, were updated versions of the U S R A design. The first were received in 1918 and the last in 1927. The 1863 (c/n 67074) was one of twenty four, 1849-1872, built by Brooks in 1926.



1873-1890
Brooks 1927
c/n 67199

J-4



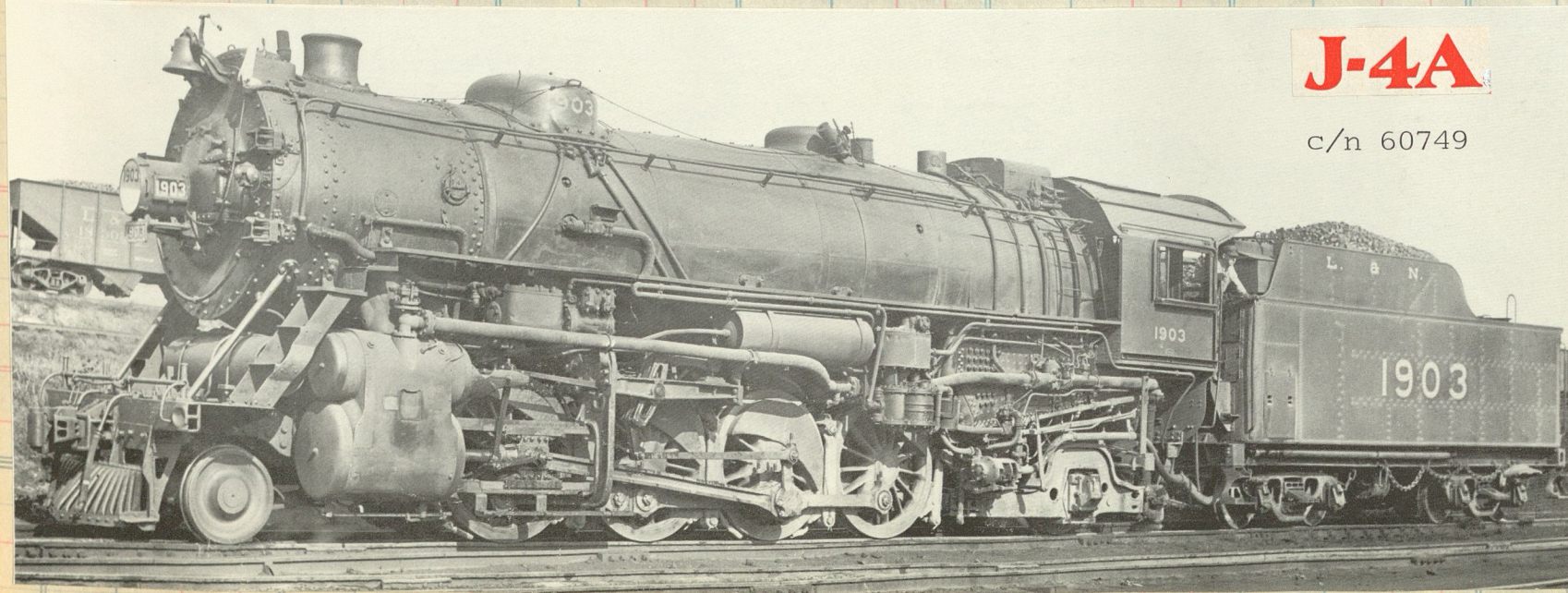
1792-1808

J-4

c/n 65732

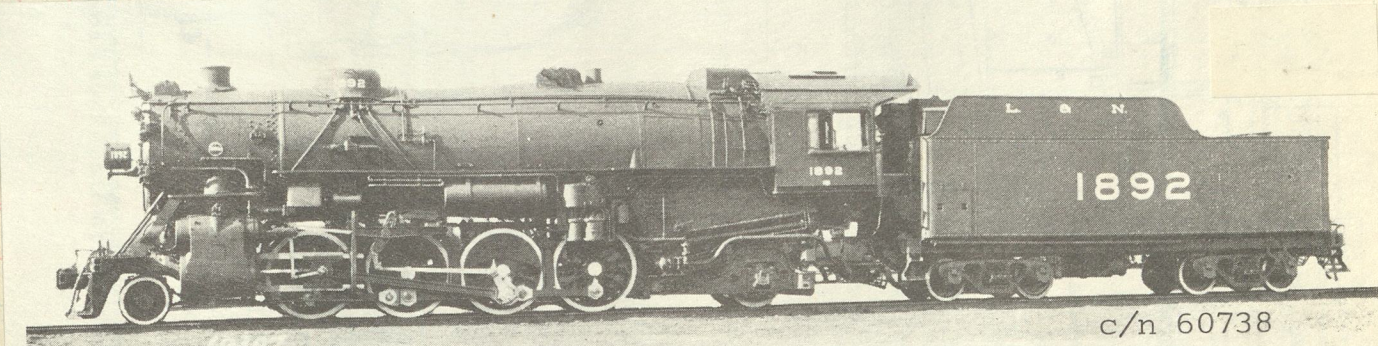
Brooks 1924

Equipped with a 20 T 22,000 gal tank



J-4A

c/n 60749



c/n 60738

Fig. 65—Louisville & Nashville 2-8-2 (Mikado) Type Locomotive for Freight Service. Built by The Baldwin Locomotive Works.

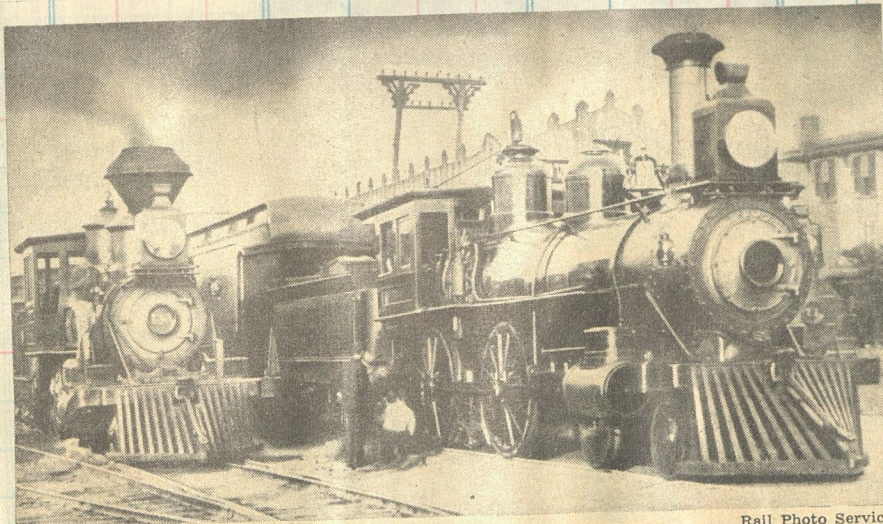
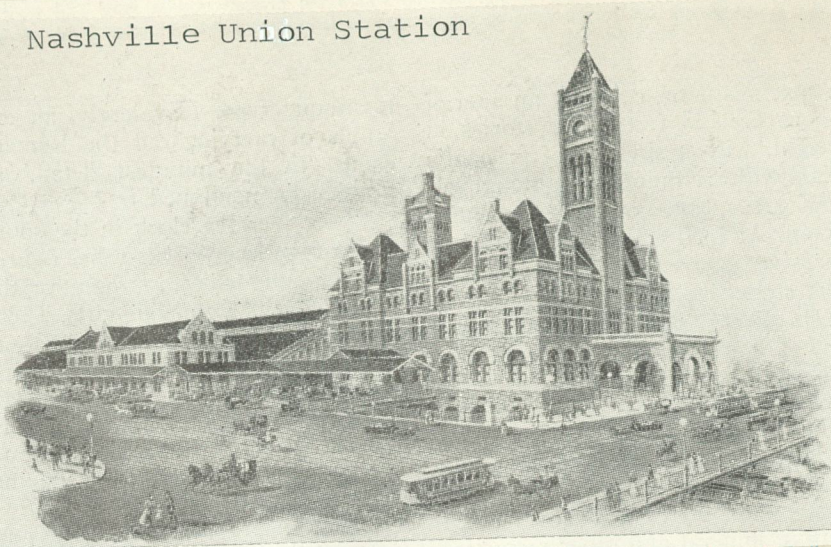
Cylinders, diameter and stroke	27 in. x 32 in.	Driving wheel base	16 ft. 9 in.
Tractive force	63,000 lb.	Total engine wheel base	36 ft. 1 in.
Cylinder horsepower (Cole)	2,624 hp.	Fuel	Soft coal
Drivers, diameter	63 in.	Grate area	70.3 sq. ft.
Weight on drivers	256,340 lb.	Steam pressure	200 lb.
Weight on front truck	20,920 lb.	Evaporative heating surface	4,353 sq. ft.
Weight on trailing truck	48,270 lb.	Superheating surface	993 sq. ft.
Total weight of engine	325,530 lb.	Tender capacity	10,000 gal., 19 tons

The final J's and the last 2-8-2's for the L&N. Twenty four, 1891-1914, delivered by Baldwin 1929



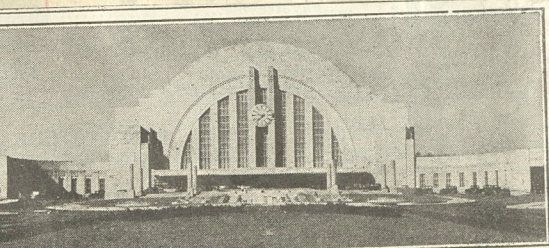
Union Station was the hub for K. C. McDaniel's hikes along the L&N. Union Station opened on September 3, 1891, and was designed in the prevailing Romanesque Style of the era and was built of Tennessee marble and Bowling Green stone. The tower is 219 feet high and adorned with a Statue of Mercury which was originally on the Commerce building at the Tennessee Centennial Exposition.

Nashville Union Station



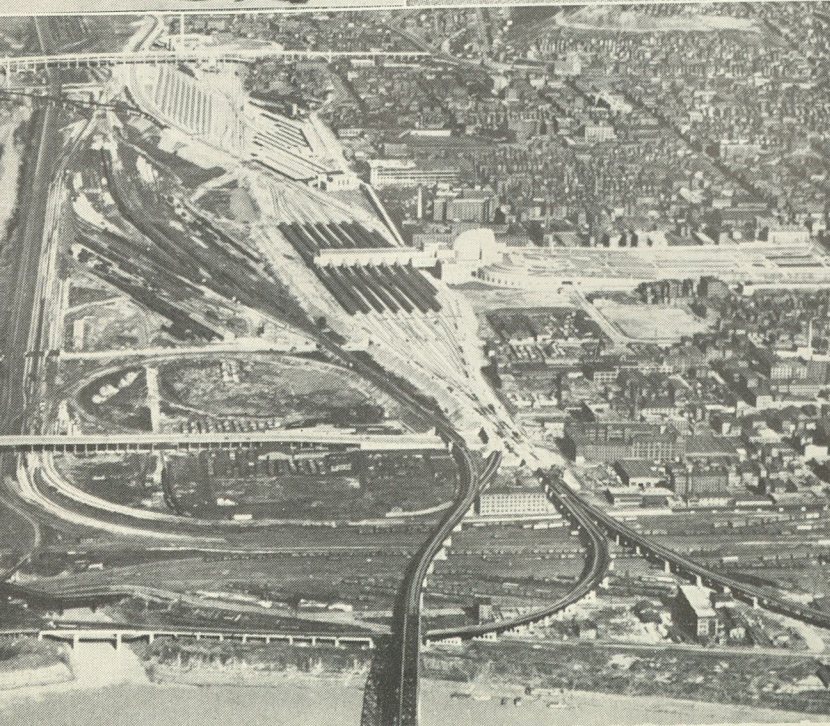
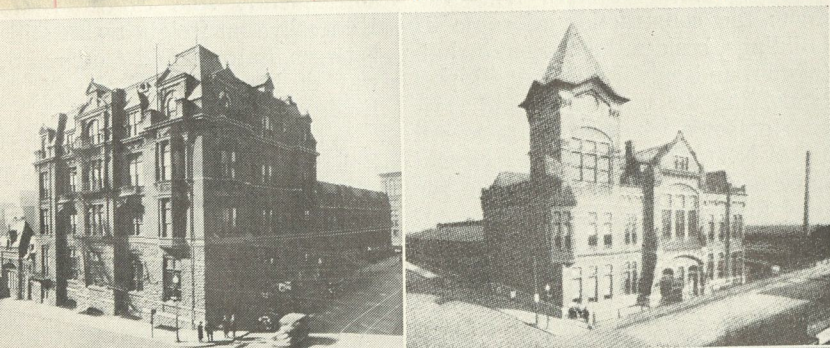
At L&N's old Nashville depot in 1887: Mogul No. 130 on a freight train and the New Orleans Flyer with No. 3, a 4-4-0 type.

#130 Rogers 1881 later #530
#3 L&N 1885 later #125



Union Passenger Terminal, Cincinnati

Louisville & Nashville R. R. passenger trains entering or leaving Cincinnati now arrive at or depart from this new station, passengers using the former necessity in many instances of transfer between depots; all railroads in Cincinnati use the new station

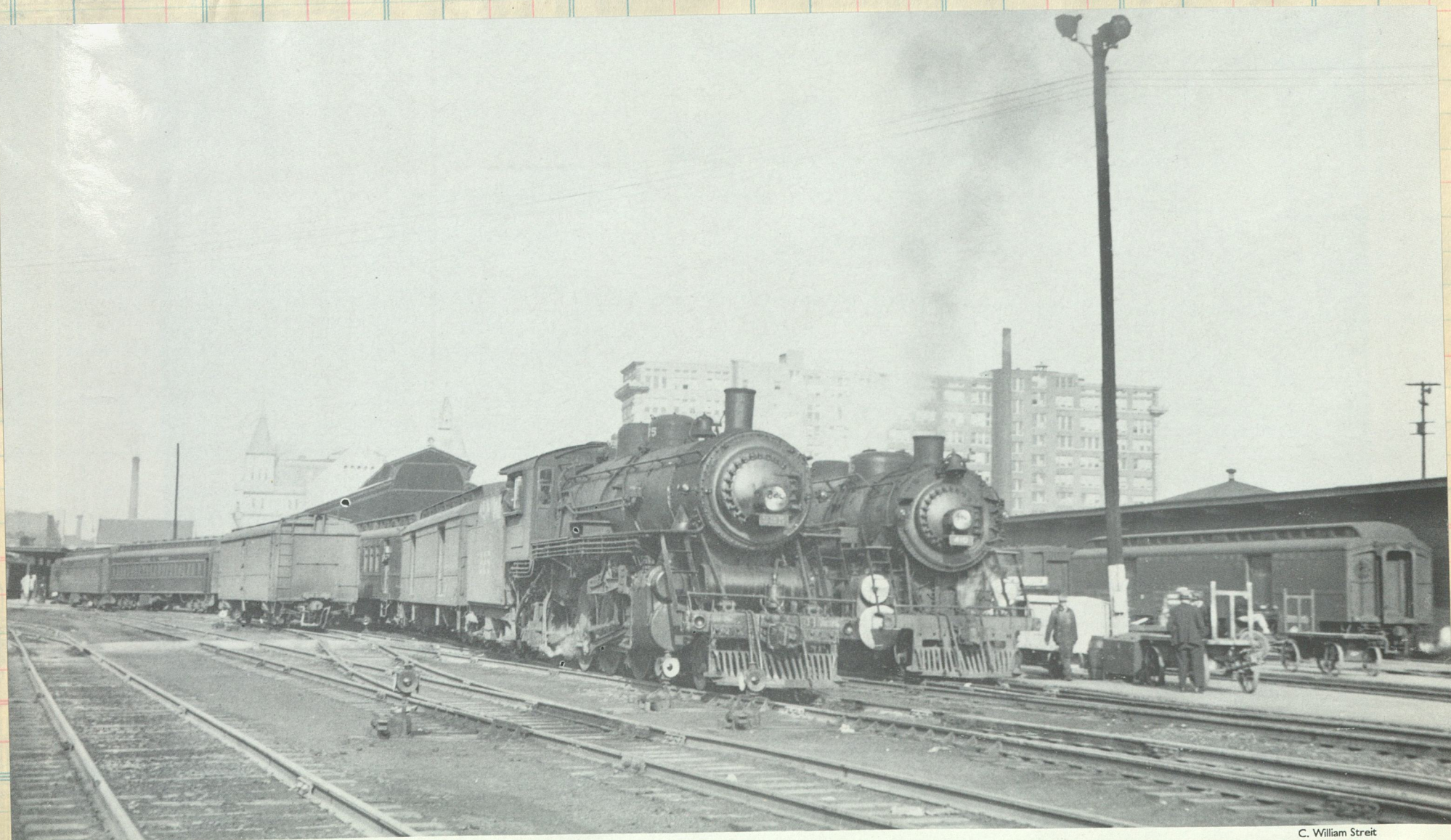


Photos by Courtesy Cincinnati Chamber of Commerce

Top left: The old Central Union Depot at Cincinnati; top right: The old Pennsylvania Station. Bottom: Air view of the Cincinnati Union Terminal taken shortly after completion of the project. Approach used by trains of the L. & N. is at extreme lower right.



The present day Union Station at Louisville, which was dedicated in 1891, and which superseded the strictly L. & N. station near 10th and Maple. With some superficial exception, the exterior of the station looks the same today as it did when dedicated.



Louisville & Nashville 4-6-2 225, a product of the road's South Louisville Shops, backs Train 153 from Evansville into Louisville Union Station on December 17, 1948. L&N Mountain type 410 (right) is ready to leave with Train 8 for Cincinnati. The large building in the right background is L&N headquarters.

C. William Streit



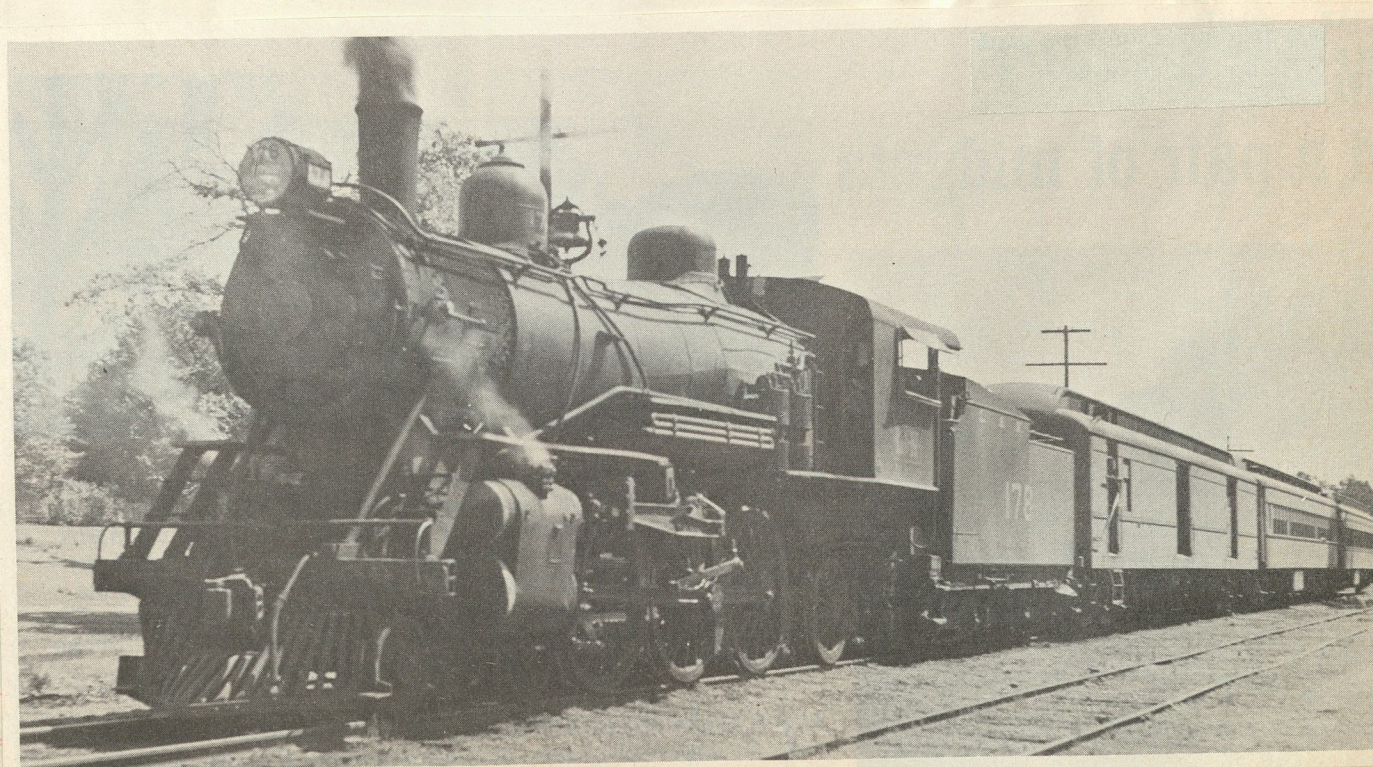
IN ACTION in August 1950 at Olive, Fla., Louisville & Nashville 152 comes on with Pensacola-bound local No. 65. The 4-6-2 was built as a saturated K-1 by Rogers in 1905 and subsequently was modernized into a K-2a by application of piston valves, Walschaerts gear, and a superheater. She's now the pride and joy of Louisville's Kentucky Railway Museum [September 1968 TRAINS].



Grady W. Roberts Jr.



It's 12:27PM and Train #103, a Louisville to Memphis local, has made its daily stop at Gibson, Tenn. [July 1920]. The K-2 #188 has ninety miles of running ahead of her before reaching Memphis at 3:45PM.



K-2 Pacific #178 makes a station stop at McWilliams, Ala with southbound Trn #1 from Selma to Flomation over the old Southern Alabama R.R.

[illegible]

A black and white photograph of a steam locomotive, likely a Union Pacific 4000 class, pulling a passenger train. The locomotive is emitting a large plume of white steam from its smokestack. The train is on tracks, and a utility pole is visible in the background.

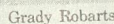
A black and white photograph of a Baldwin 1903 steam locomotive, number 2061, pulling a coal tender. The locomotive is dark-colored with white numbers. The tender is also dark with '2061' and 'B.N.' visible. Two men are standing on the tender. The background is a plain, light-colored wall.

A black and white photograph of a steam locomotive, numbered 803, pulling a passenger car. Two men in hats are standing on the platform of the passenger car. The locomotive is emitting smoke from its smokestack.

Built as a 2-8-0 by Rogers in 1890, c/n 4301,
for the Birmingham Mineral (L&N) #1007. Re-
built as class B-12 0-6-0.

erful memories of the grand old days recalled when a plume of soft coal drifted across the Kentucky hills. 152 was in the group of the first type for the L&N. Built by Rogers 905, c/n 5256, as part of the order for 150 engines numbered 150-154. After being retired from active service in the Forties] she was donated to the Kentucky Railway Museum and put on display. In 1973 volunteers started the work of resurrection and in September 1985 was completed. On the 1st of that month she returned as an active representative of the "Old Reliable"

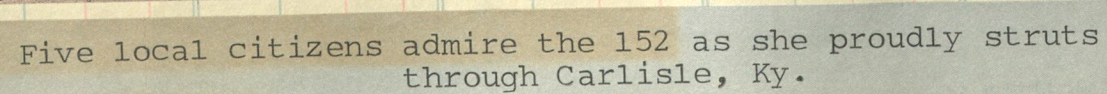
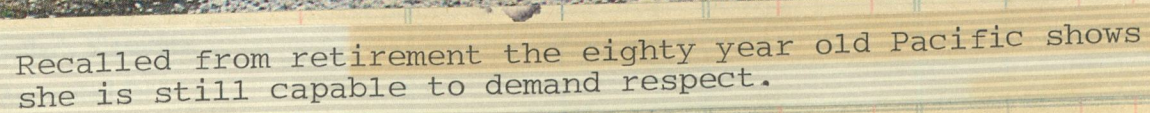
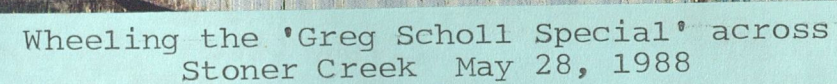
Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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IN twilight revenue years, on August 24, 1950, 152 gallops in the company notch near Olive, Fla., at an estimated 70 mph with Flomaton (Ala.)-Pensacola (Fla.) local 65.

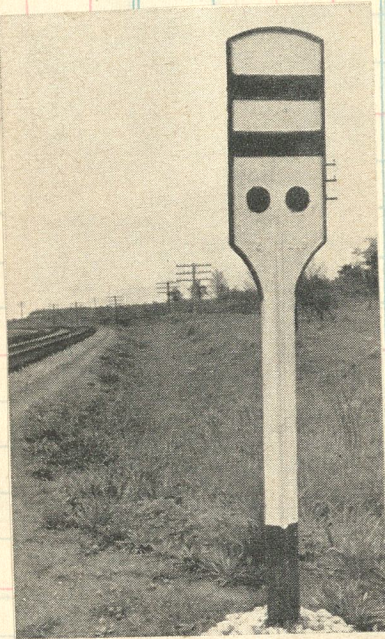


THE 152 on local No. 12 exits 47-foot, 7-inch Bee Rock Tunnel on the Cumberland Valley Division near Appalachia, Va., in a Ron Flanary painting.



SOUTHERN RAILWAY SYSTEM

Clos. No. Sold Amount



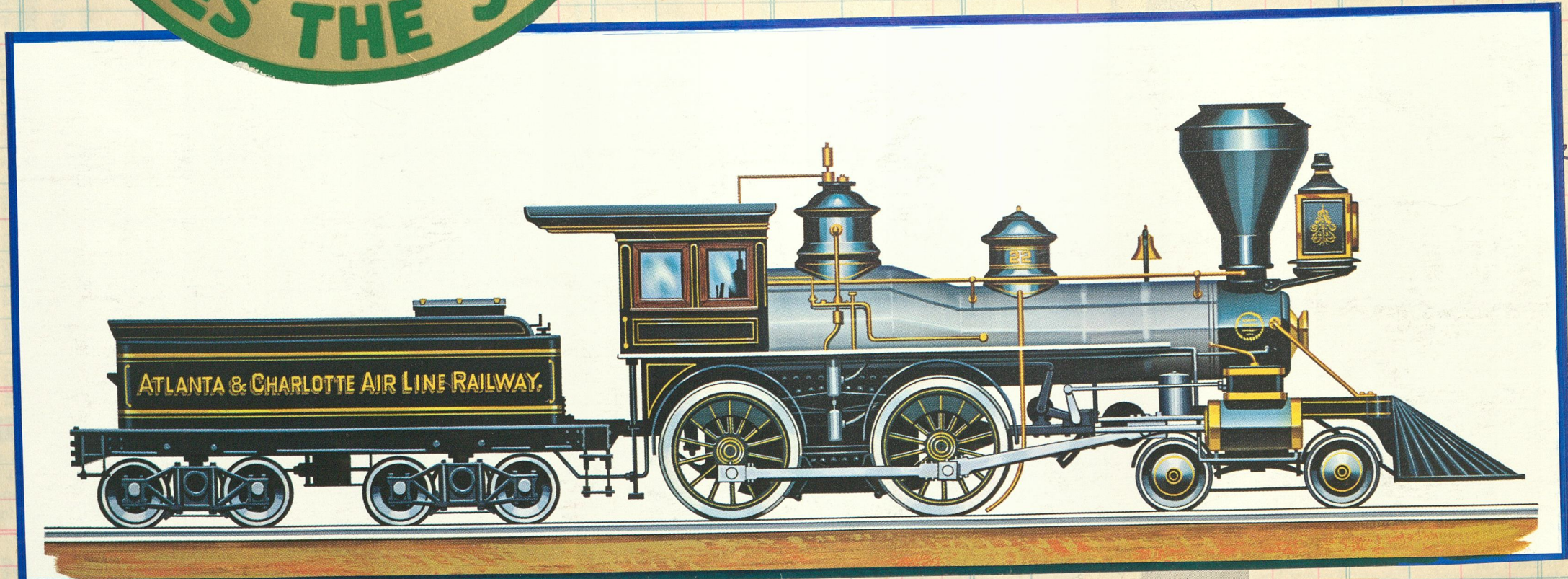
Whistle post: Two long and two short blasts are called for here, indicating to the engineer the approach to a crossing.

Train is #11 and the 1491 was part of an order for ten 4-8-2's (1490-1499) built at Richmond in 1919. Four, 1495-1498, were assigned to the CNO&TP and noed 6495-6498.

In 1927 the Southern operated 8,111 miles with 2,334 engines, 74,941 freight cars and 1,450 passenger cars.

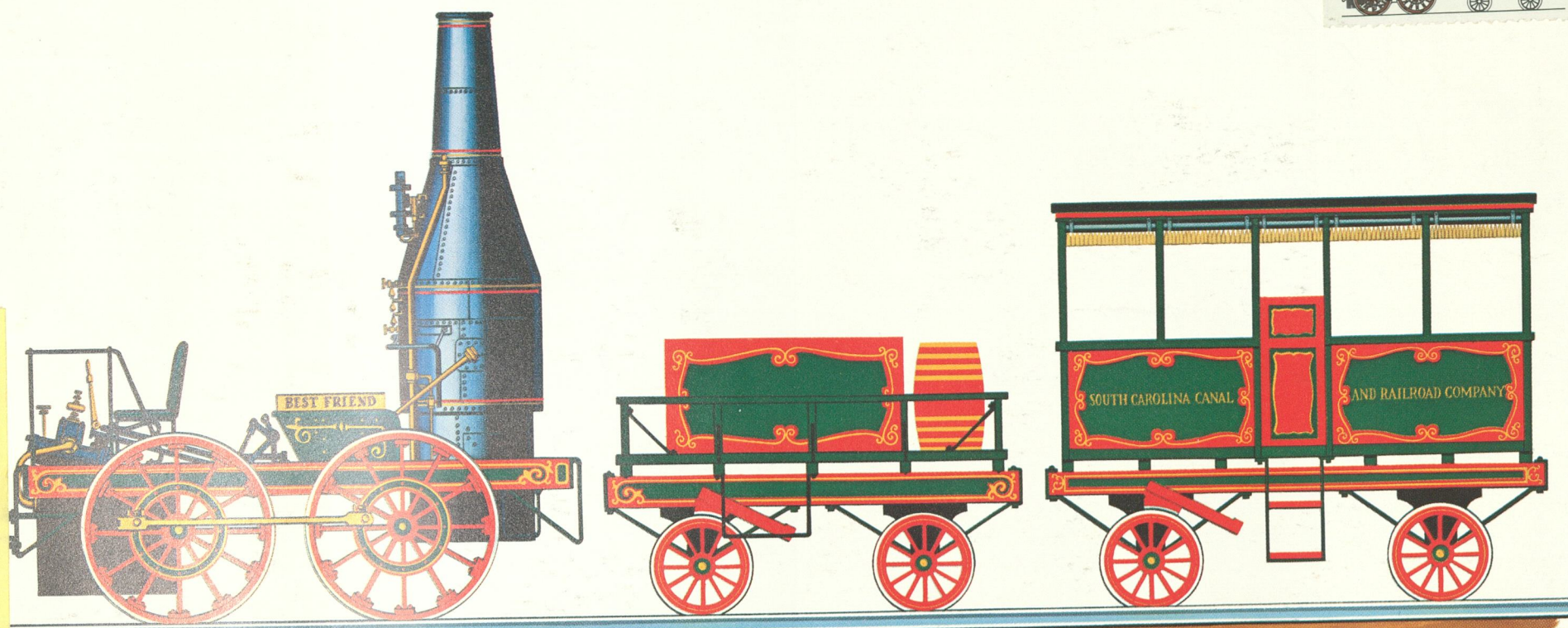


The Southern's big green-and-gold 1491 4-8-2 proudly glistens in the afternoon sun as she easily pulls her five-car local up the heavy North Carolina grade east of Ridgecrest, N.C., on her afternoon run from Salisbury to Asheville, N.C. By W. H. Thrall Jr.



This proud and majestic Eight Wheeler was delivered to the A. & C.A.L. by Baldwin in 1877 [c/n 4204] as #22. In 1881 became Richmond & Danville #654 and then to the Southern in 1896 as #1180. Was renumbered 1714, 892 and last as the 3714 in 1907.

DESTINATION Amt.

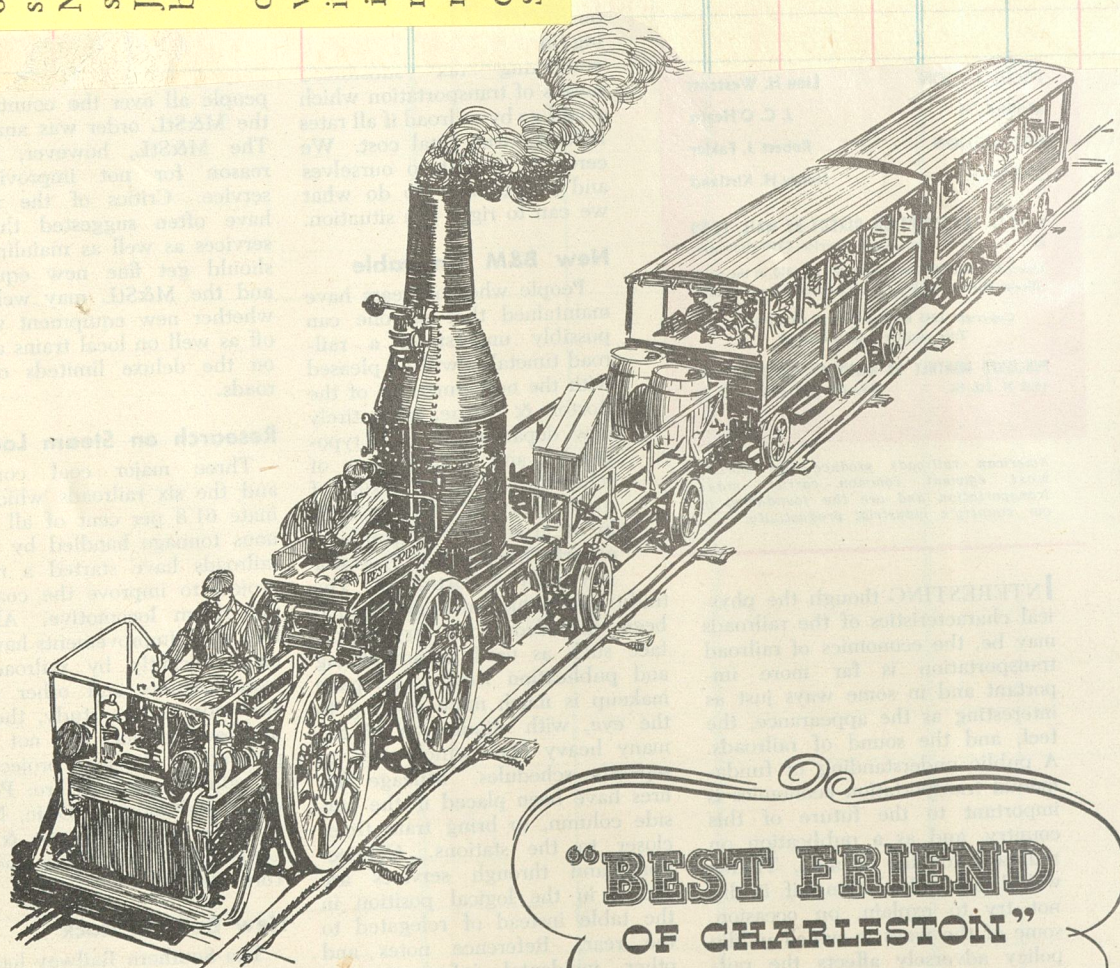


Best Friend of Charleston, 1830

of that year it was sent by ocean packet to Charleston, where it was set up by Julius Petsch and Nicholas Darrell. It had its trial run on November 2 and on December 14 and 15 pulled four or five cars with some forty to fifty passengers at speeds up to 21 miles an hour. On January 15, 1831, it inaugurated regular service on this railroad with a brigade of three cars.

On the seventeenth of June of the same year this engine was the first on record to have a boiler explosion. The Negro fireman became annoyed with the sound of escaping steam from the safety valve and held down its lever. The explosion scalded the engineer, Nicholas Darrell, and injured the fireman so that he died a few days later. The engine was rebuilt under the direction of Julius Petsch, who was appointed master machinist of the road, and renamed *Phoenix*.

Cylinders 6 by 16 inches Weight 4½ tons Driving wheel 54 inches in diameter Steam pressure 50 pounds Tractive effort 400 pounds



"BEST FRIEND OF CHARLESTON"

MORE than a hundred years ago, perky little "Best Friend of Charleston" chugged proudly over the longest stretch of railroad in the world... the 136 miles between Charleston and Hamburg, South Carolina, now a part of the Southern Railway System.

Now, the South... and all America... reaps a rich reward from this historic achievement.

You can see it in the sleek giants that pull war-busy passenger trains out of bustling Southern Railway stations.

You can hear it in the rumble of powerful freight locomotives that speed Southern trains with the vital weapons of war.

Yes... the transportation services started by

1830's "Best Friend" are today the best friend of the farmer... the business man... the worker... the fighting man... the best friend of all who work and pray for Victory.

And when that bright day comes, there will be other important jobs for modern "Best Friends" to do. For a Southland abounding in energy and initiative... unbelievably rich in natural wealth... steadily expanding in agriculture, industry and commerce... will be needing the efficient, dependable transportation service of the 8,000-mile Southern Railway System.

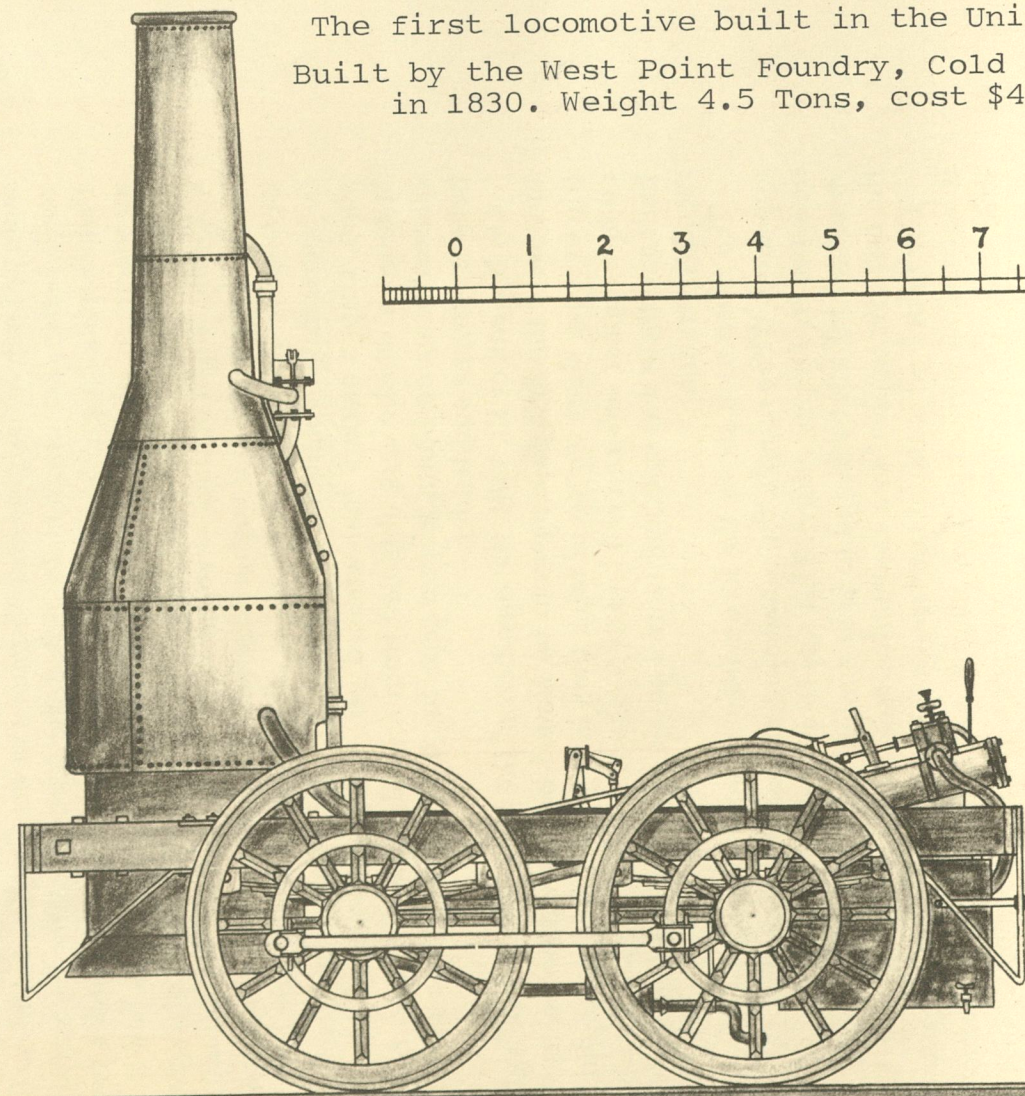
Ernest E. Norris
President

SOUTHERN RAILWAY SYSTEM



"BEST FRIEND"

The first locomotive built in the United States
Built by the West Point Foundry, Cold Spring, N.Y.
in 1830. Weight 4.5 Tons, cost \$4,000.



Erected in the Beech Street Shops in N. Y. City

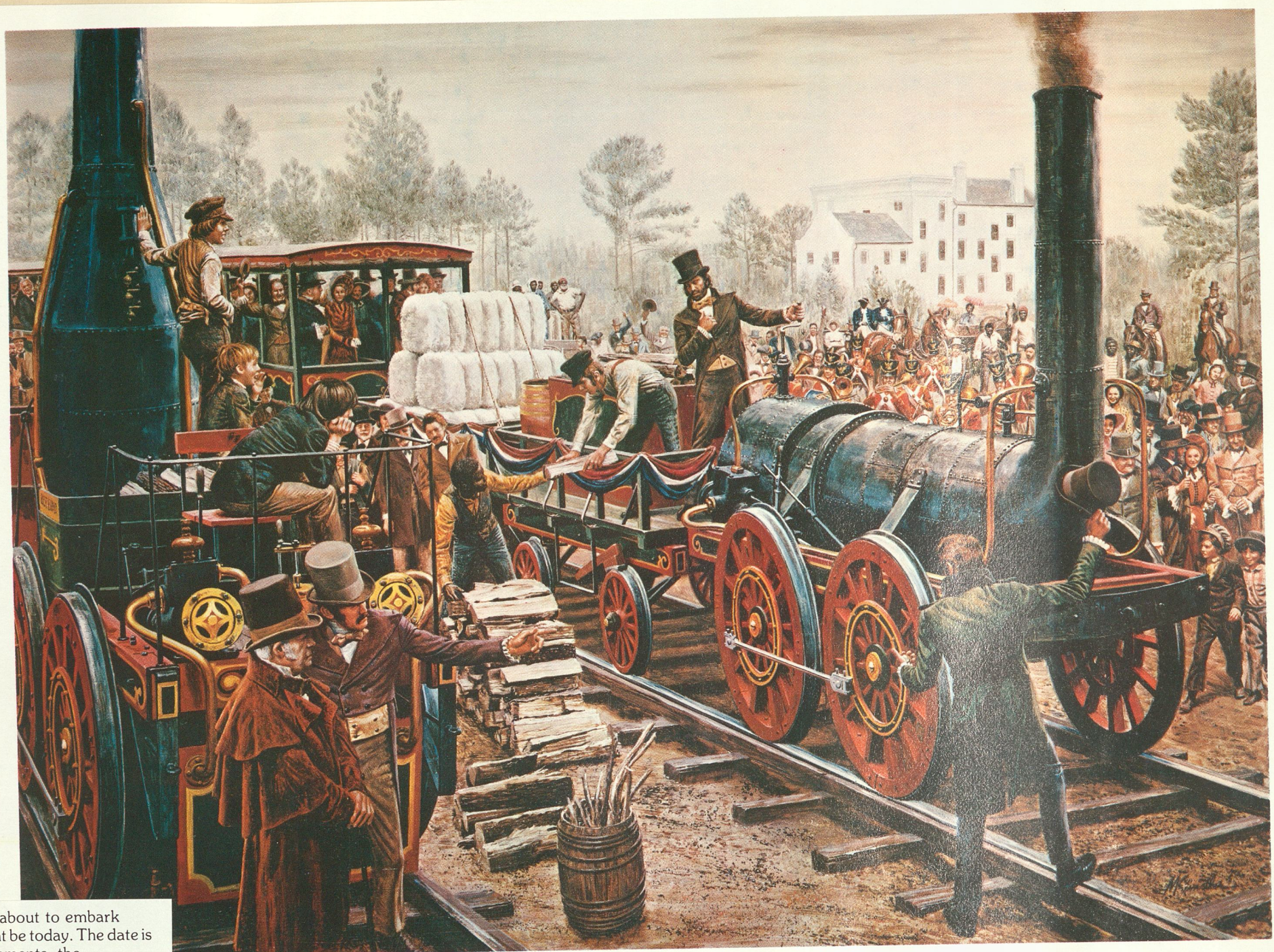
More than 100 years ago, perky little *Best Friend of Charleston* chugged proudly over what was then the longest stretch of railroad in the world... the 136 miles between Charleston and Hamburg, South Carolina, now part of the Southern Railway System.

It was the Southland's first railroad train, and the first successful regular steam railroad operation in America.

The South, and all America, now reaps a reward from this historic achievement.

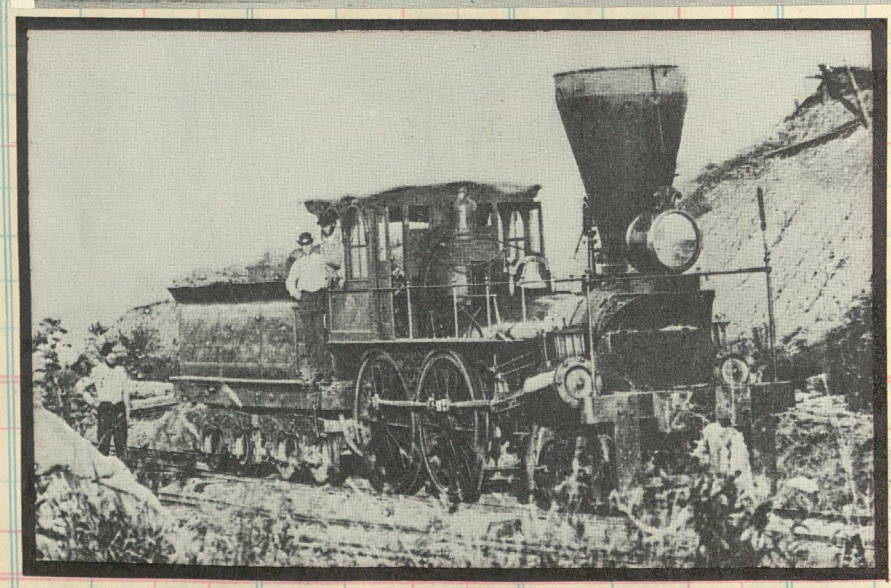
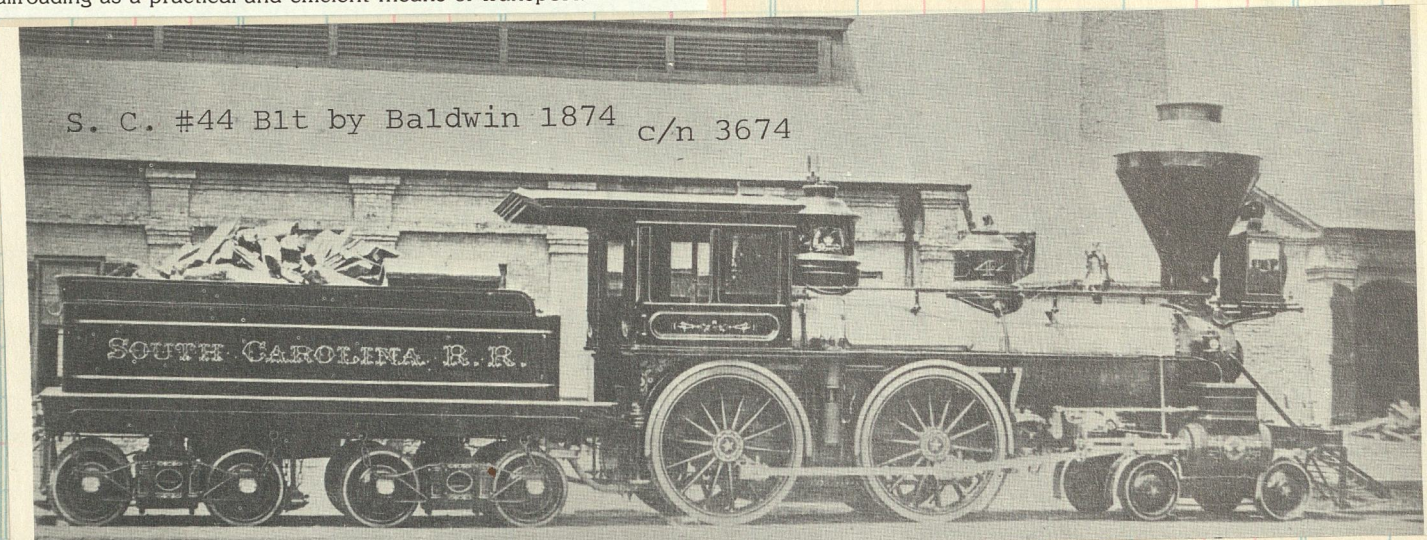
Today, the railroads are the nation's most important transportation agency... efficient, economical, dependable and indispensable... in war, and in peace.

An operating replica of *The Best Friend of Charleston* may be seen in the "Wheels A'Rolling" pageant at the Chicago Railroad Fair.

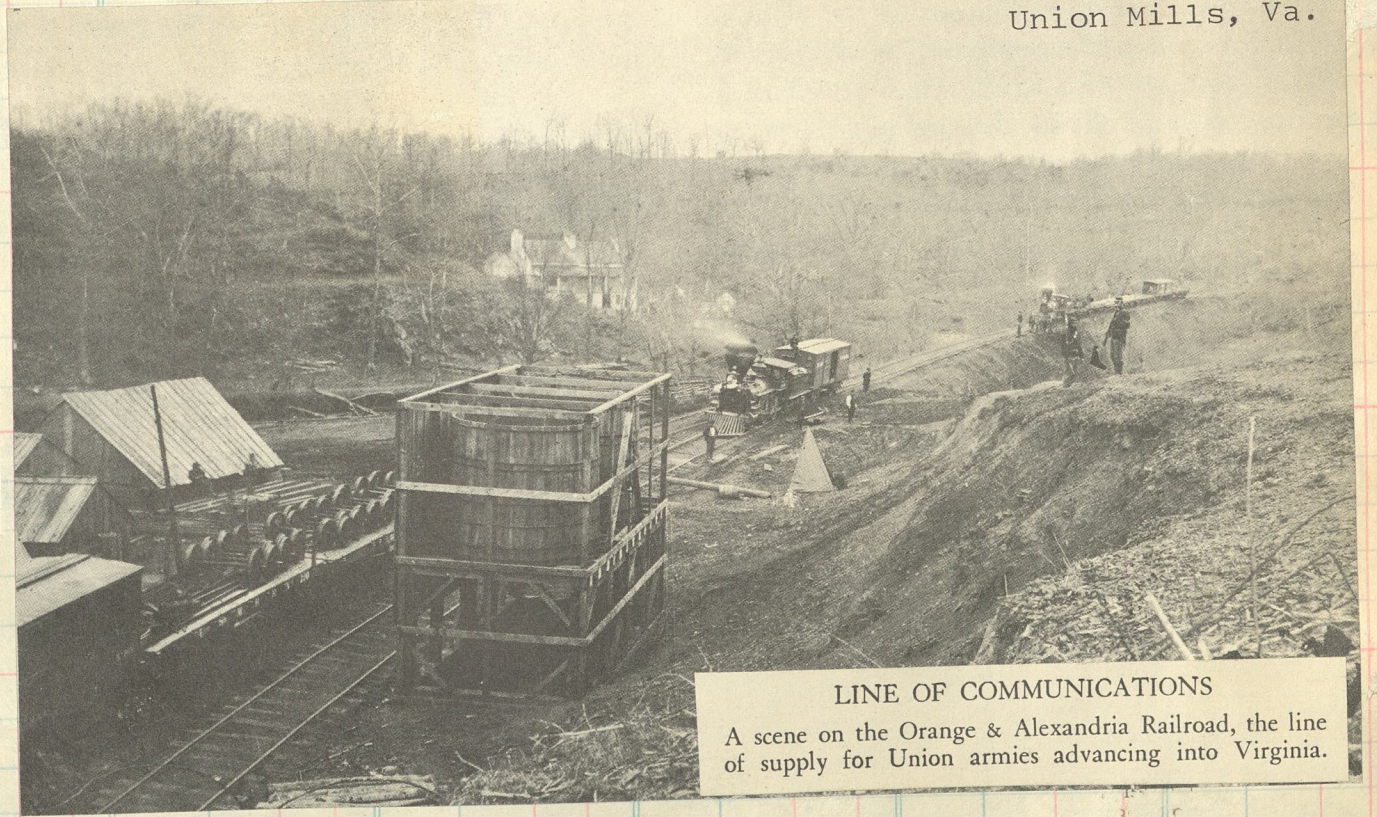
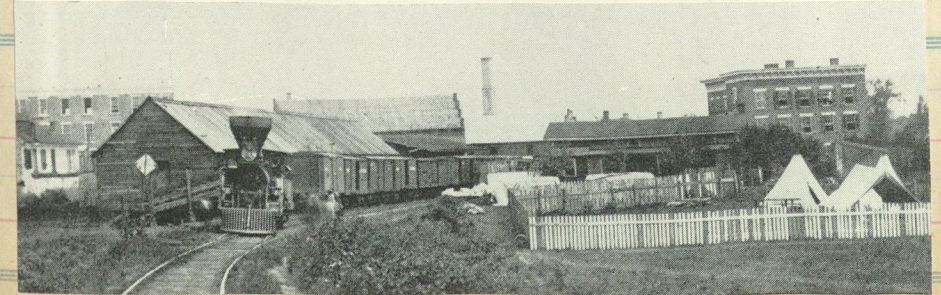


The people in the carriages in the left background are about to embark on an adventure as exciting as a first jet airplane ride might be today. The date is March 5, 1831; the place, Charleston, S.C. In a few moments, the improbable-looking machine with the high red wheels will begin to move amid great growling, belching of smoke from its high stack, lively band music, and cheering from the crowd. The engine is the "West Point", second American-built locomotive to run in regular service. (The first, "The Best Friend of Charleston", is at the left.) On this initial run, the West Point will carry 117 passengers on a 12-mile round trip. The bales of hay on the "barrier" car are to protect riders from a possible boiler explosion, always a possibility in the early, unsure days of steam locomotion. These two pioneer engines not only revived Charleston's economy, but also helped establish railroading as a practical and efficient means of transport.

A note from John White, Jr. advises this painting by Mort Kunstler is reasonably accurate.

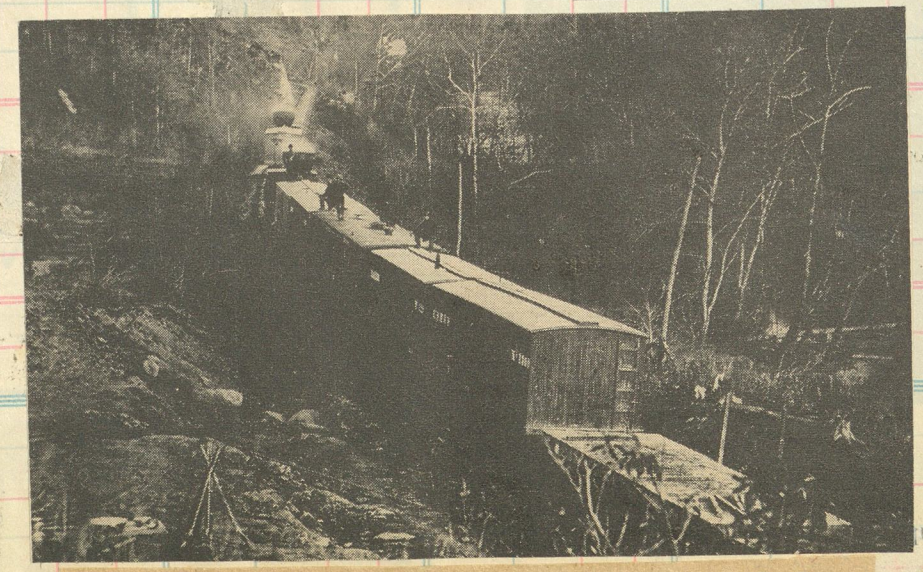


Orange & Alexandria freight train at Culpeper Court House, Va. in August 1862.



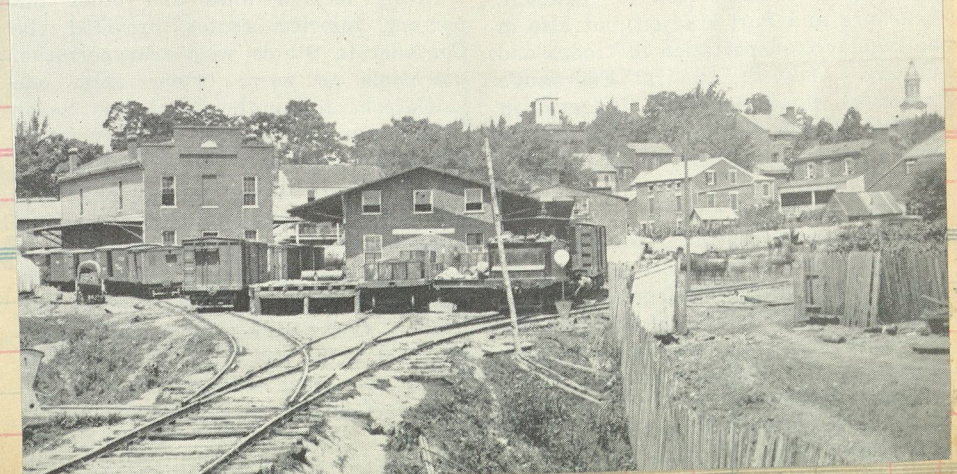
Union Mills, Va.

LINE OF COMMUNICATIONS
A scene on the Orange & Alexandria Railroad, the line of supply for Union armies advancing into Virginia.



A U.S.M.R. supply train on the O. & A. near Union Mills

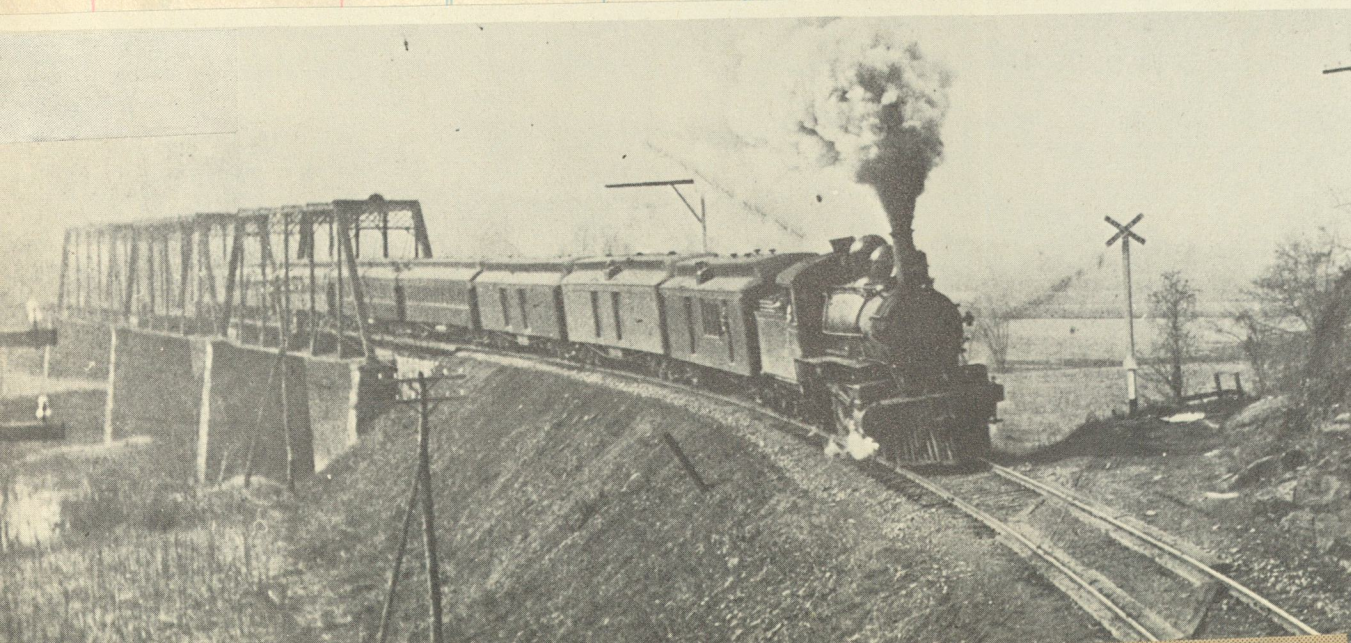
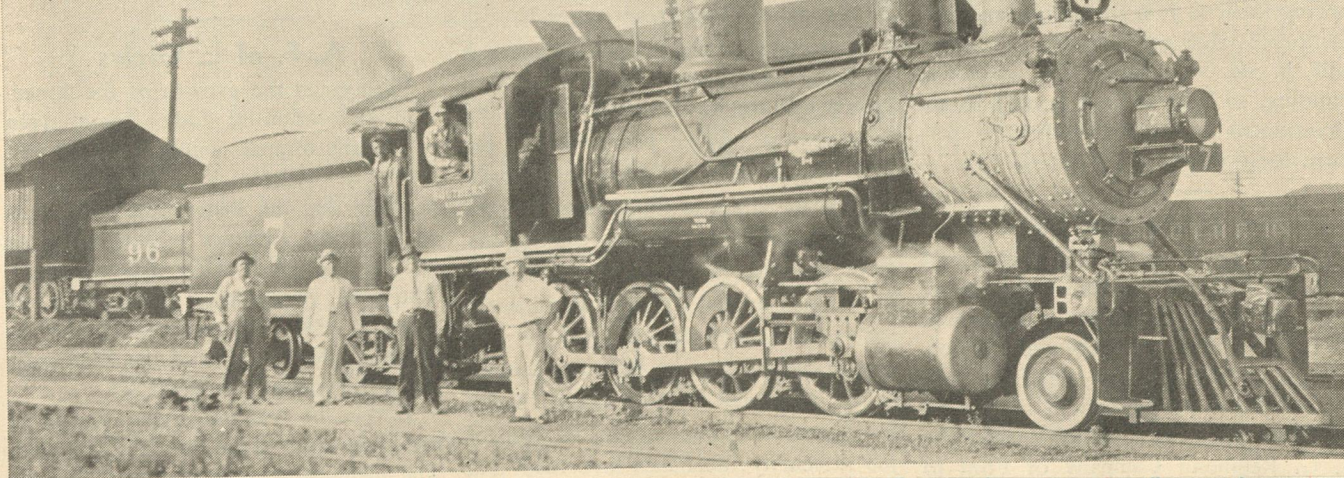
Depot and yards of the Orange & Alexandria Railroad at Warrenton, Va., in August 1862. At the outset of the conflict the O&A comprised the northernmost portion of a continuous line of defense of the South made up of 1300 miles of numerous connecting railroads extending through Memphis to New Orleans.



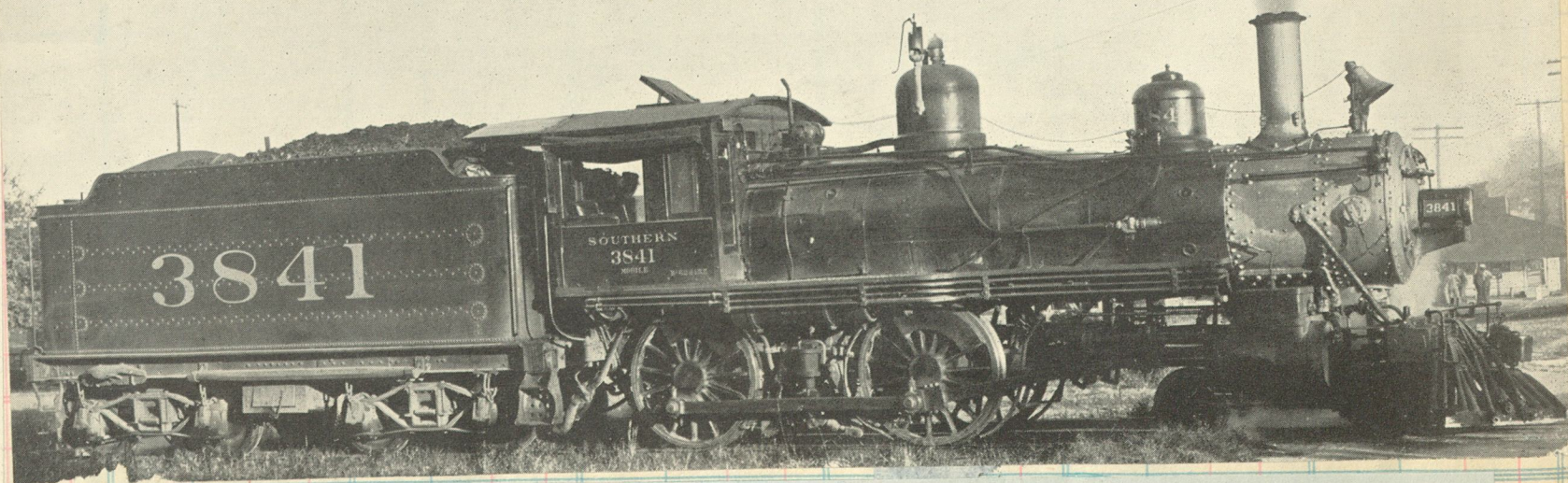


Western Railroad of North Carolina #4, the "CHATHAM", was built by Baldwin in March 1866 c/n 1469

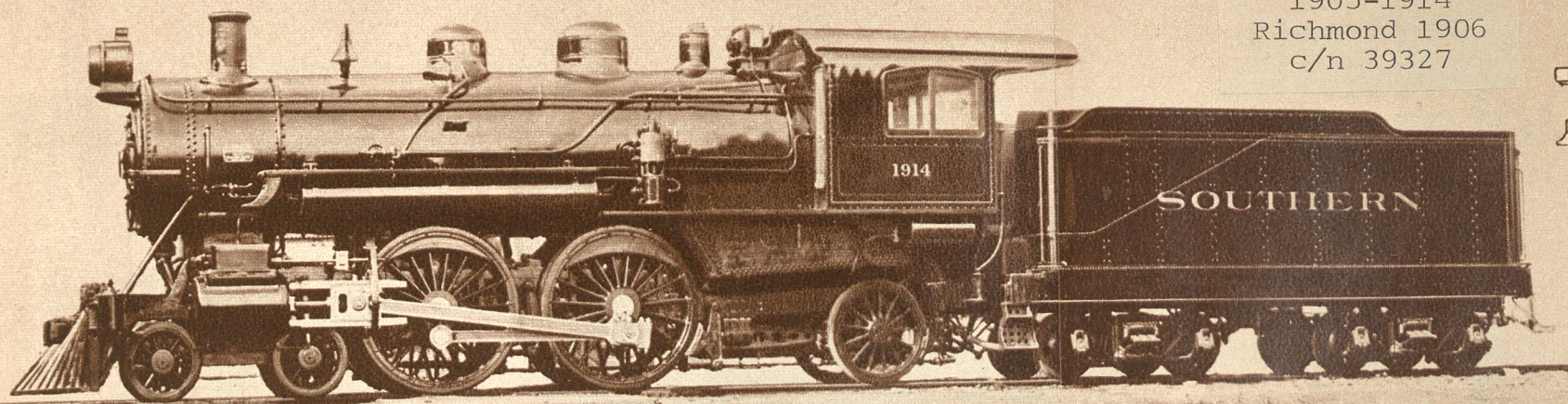
#7 was built by Rhode Island as the Richmond & Danville #548 in 1890 c/n 2396



on the old Atlanta & Charlotte Air Line northbound Trn #12 swings across the Tugaloo River, the boundry between Georgia & So. Carolina

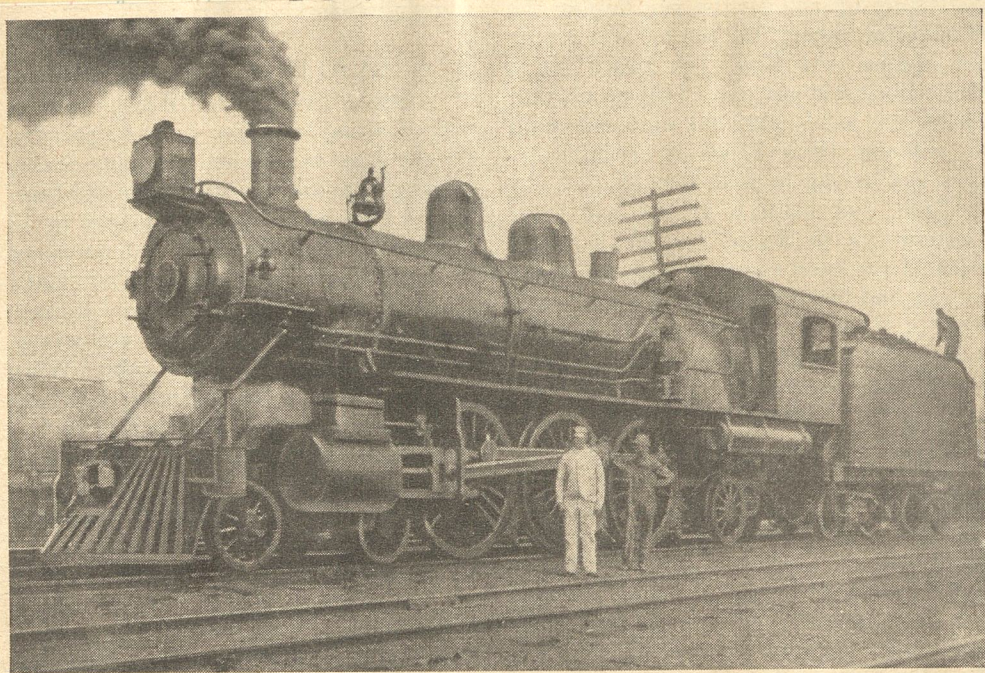
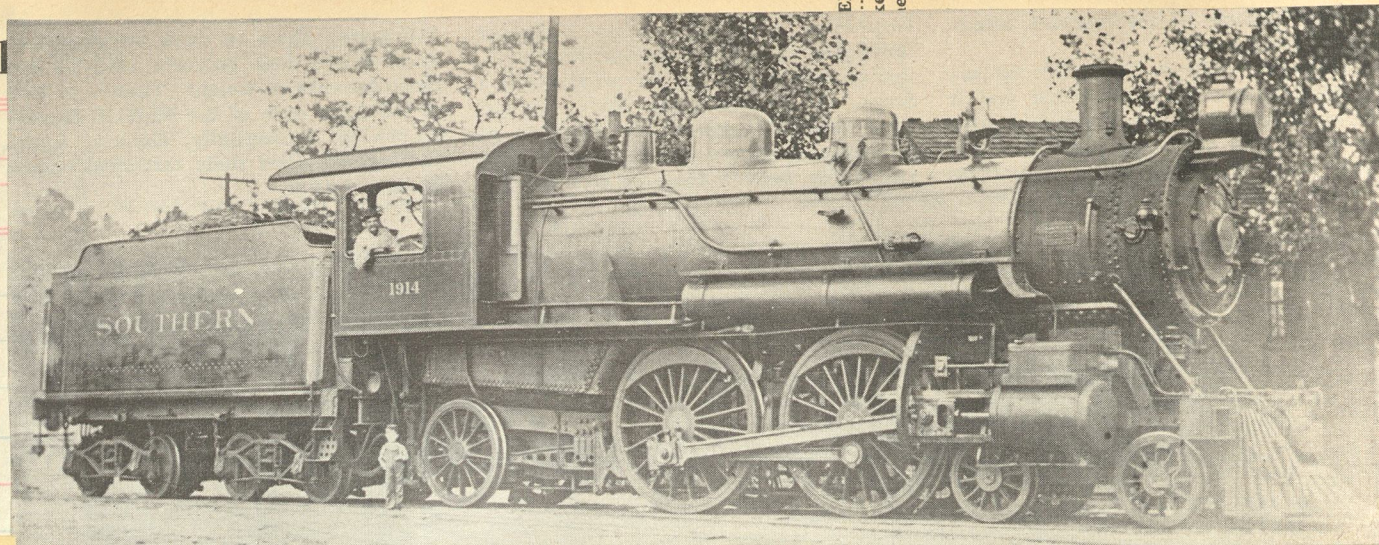


This ol' girl covered a lot of miles during her fifty five years of service. Delivered by Baldwin in 1887 to the Georgia Pacific as their #8 [c/n 8719] later renoed 772. In 1903 became Southern #834, then #1841 and as the 3841 in 1907. Was retired in May 1942.

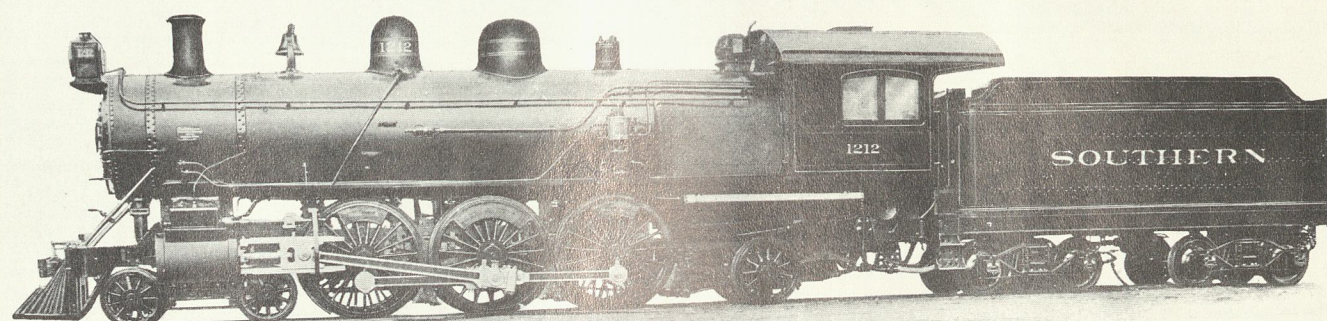


1905-1914
Richmond 1906
c/n 39327

The only Atlantics on the Southern roster but they were classic beauties



The #1203, one of the first Pacifics on the Southern. Five were delivered by Baldwin in 1903 noed 1201-1205. c/n 23219

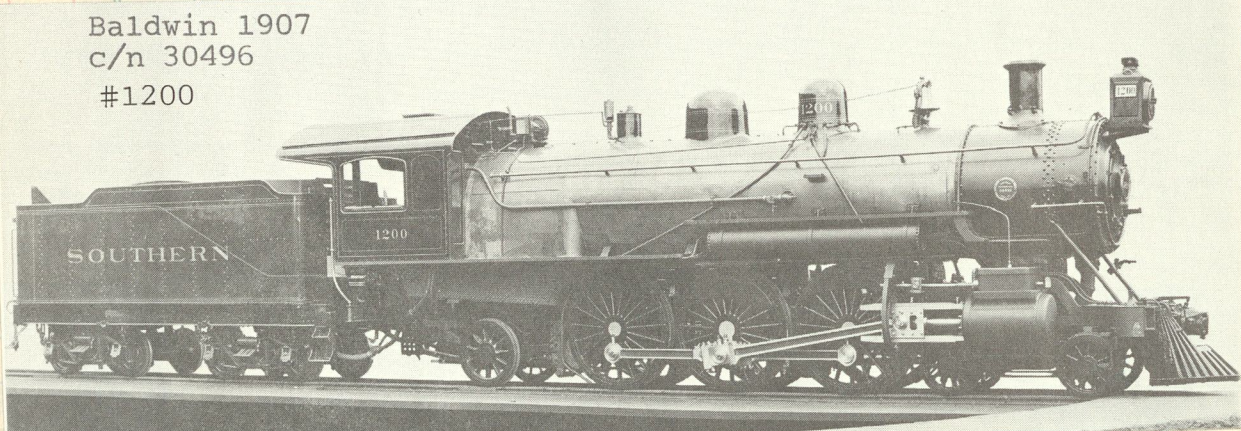


1206-1215

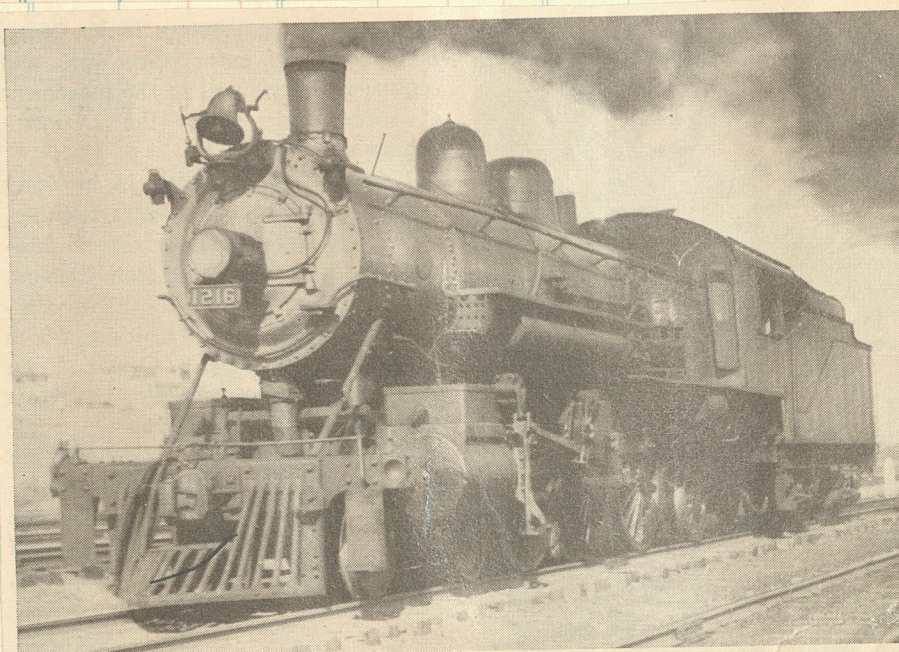
c/n 29825

Richmond 1904

PACIFIC TYPE PASSENGER LOCOMOTIVE
Built for the Southern Railway



Baldwin 1907
c/n 30496
#1200



RUNNING LIGHT

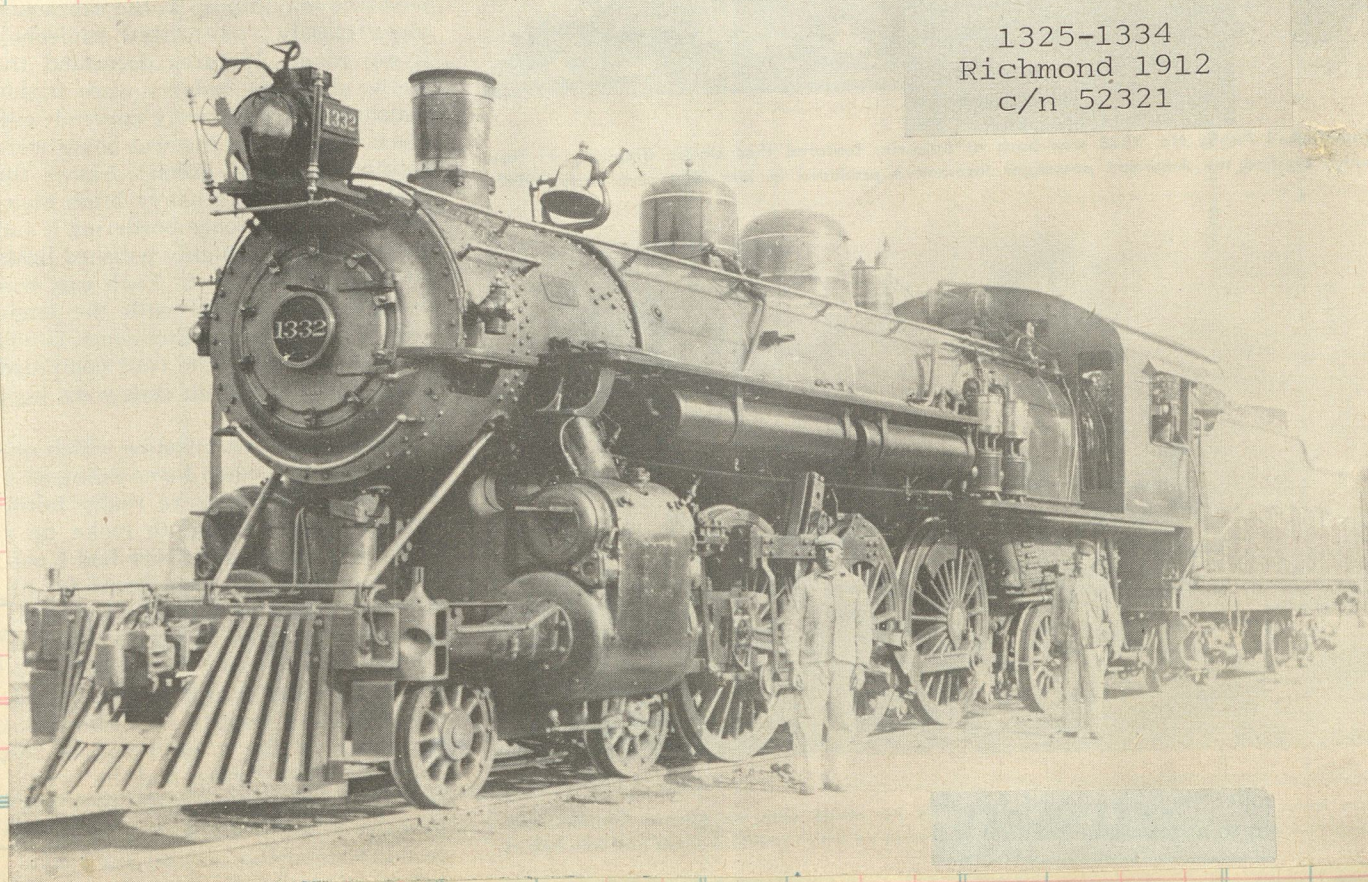
To pull a train out of Union Station at Washington, D.C., Pacific locomotive 1216 of the Southern Railway is running light through Alexandria, Va.



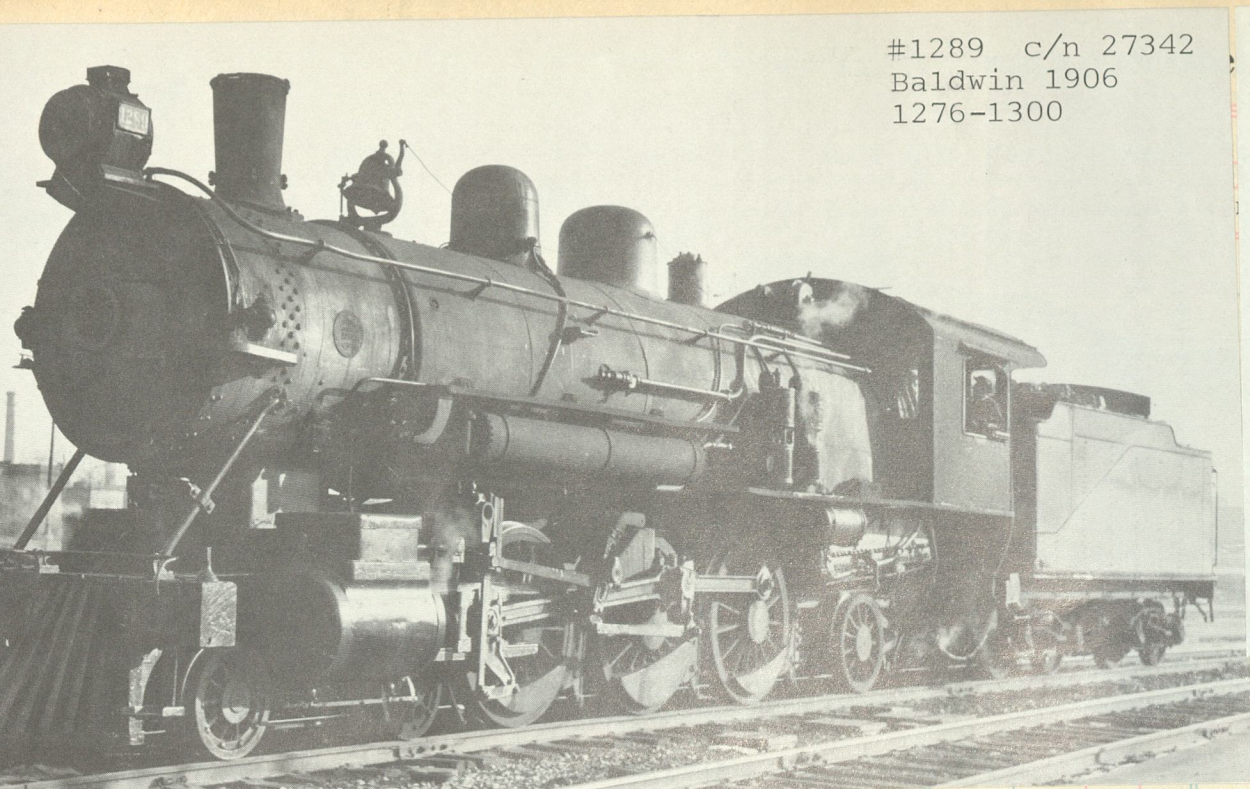
1216-1225 Baldwin 1904
c/n 24292



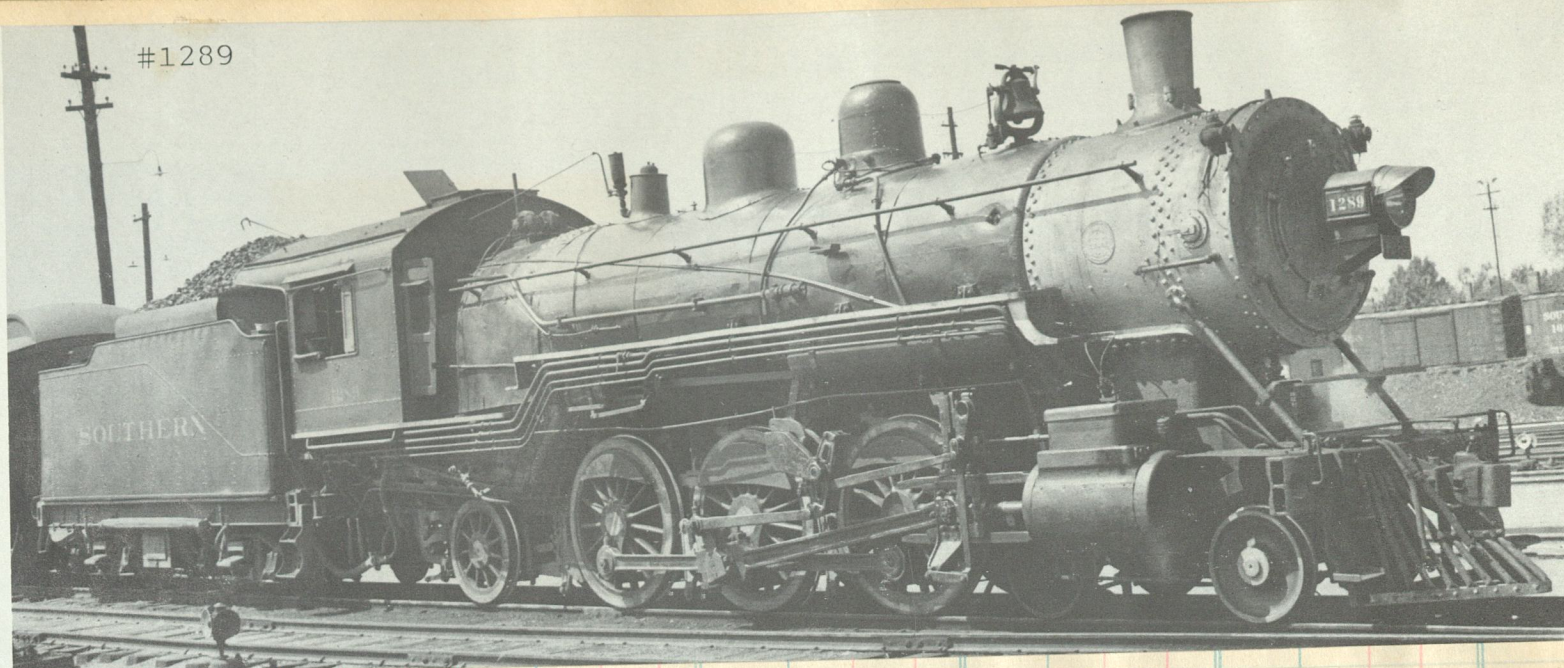
In this rare old photograph of 1915 taken on the Southern's Danville Division, Pacific 1225 thunders past with an express. She's a Baldwin.



1325-1334
Richmond 1912
c/n 52321

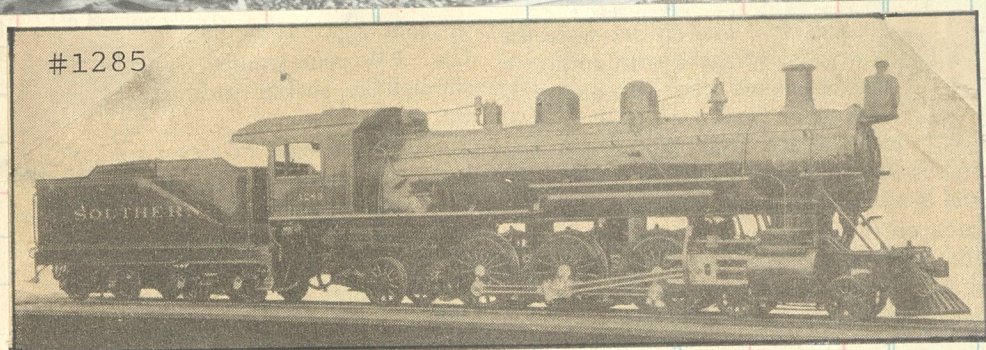


#1289 c/n 27342
Baldwin 1906
1276-1300

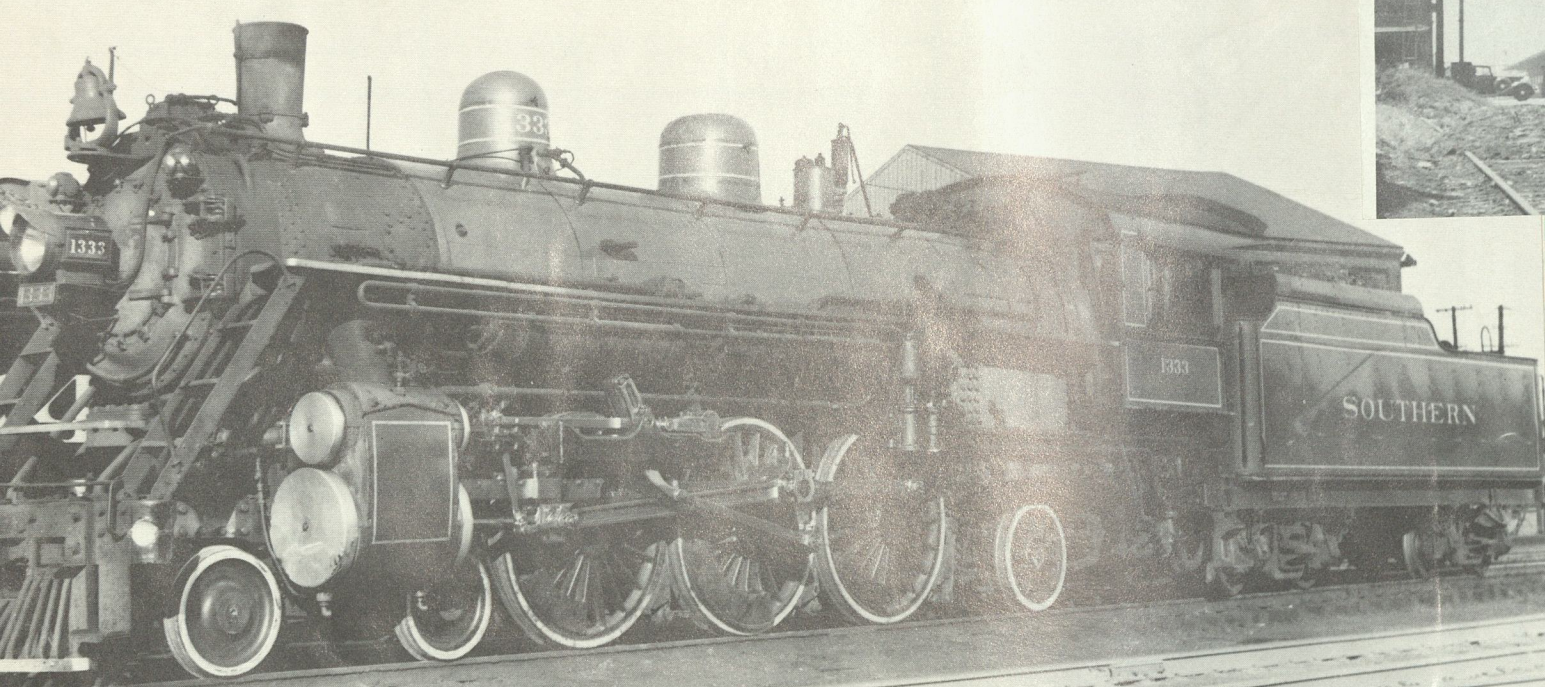


#1289

These twenty five 4-6-2's had 63" drivers for operating over the mountain districts



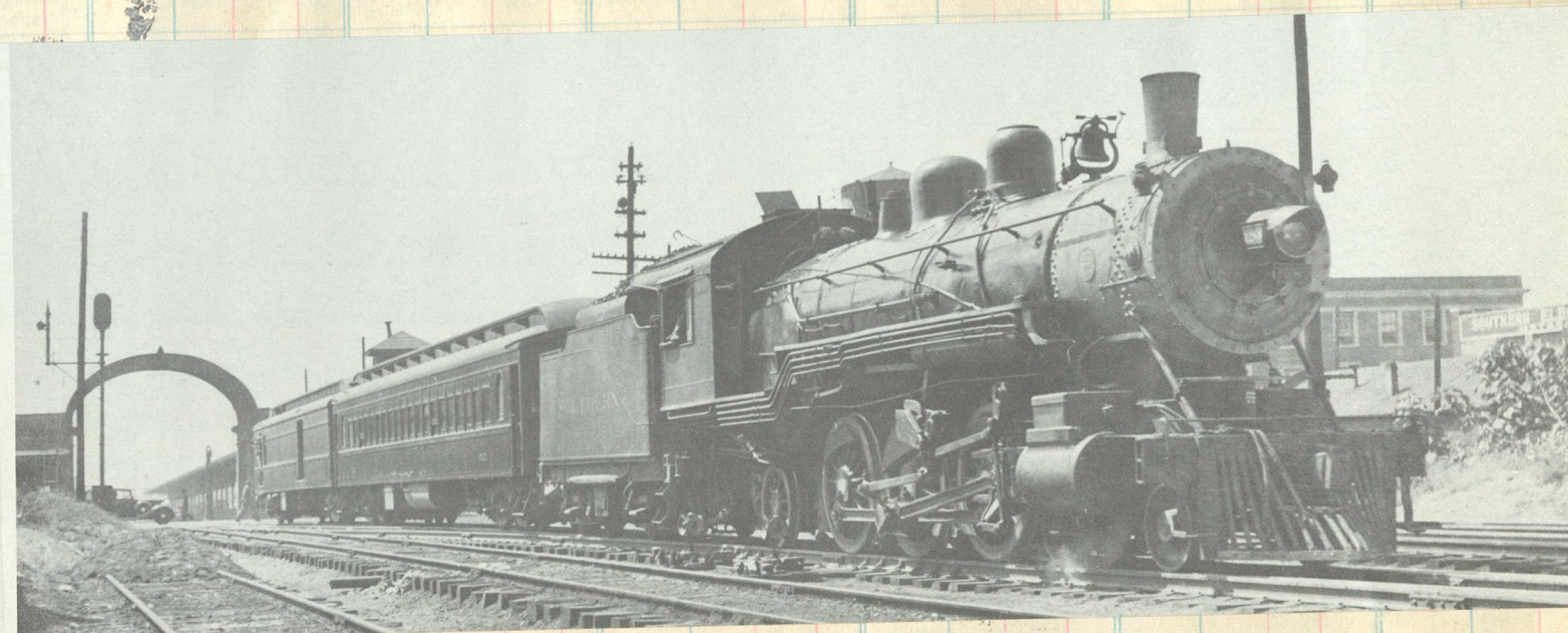
#1285



1325-1334

c/n 52322

Richmond 1912



Above: Doubleheading Ps-2 Engines 1269 and 1341 pass through Union, S. C. on July 5, 1942 with Charlotte-Cincinnati Train 27, The Carolina Special.

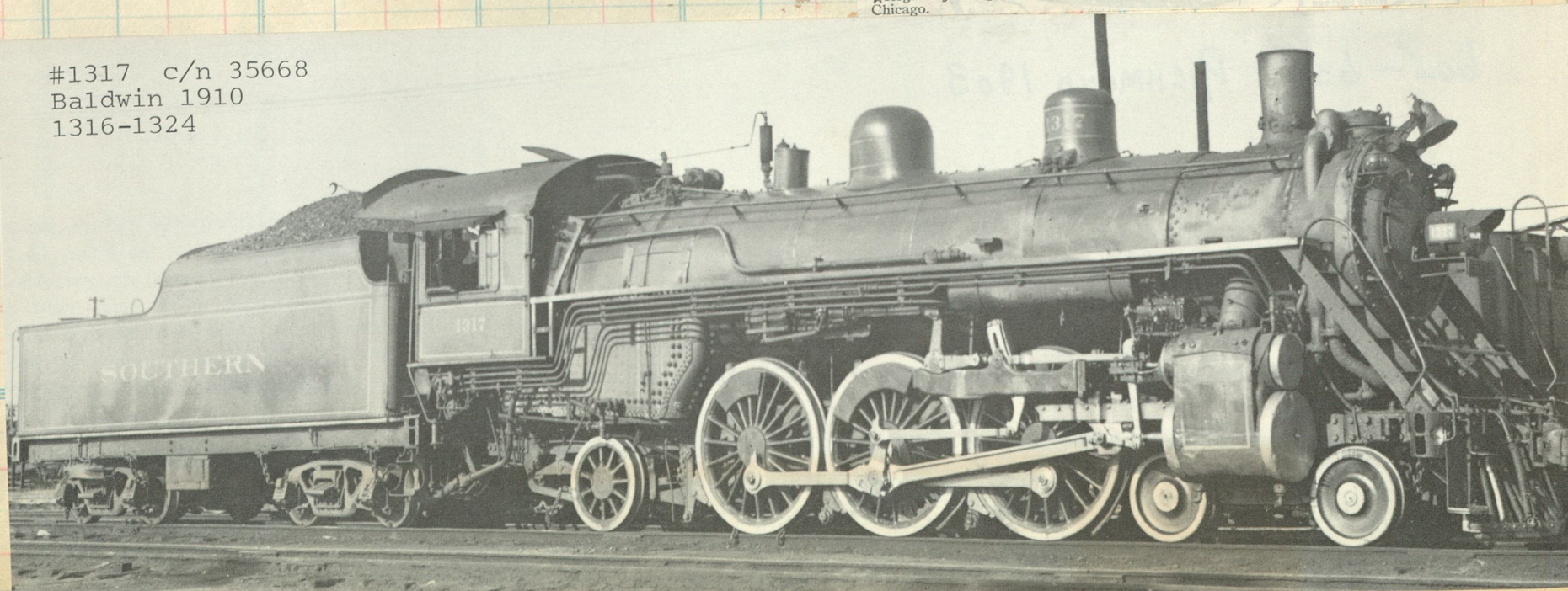


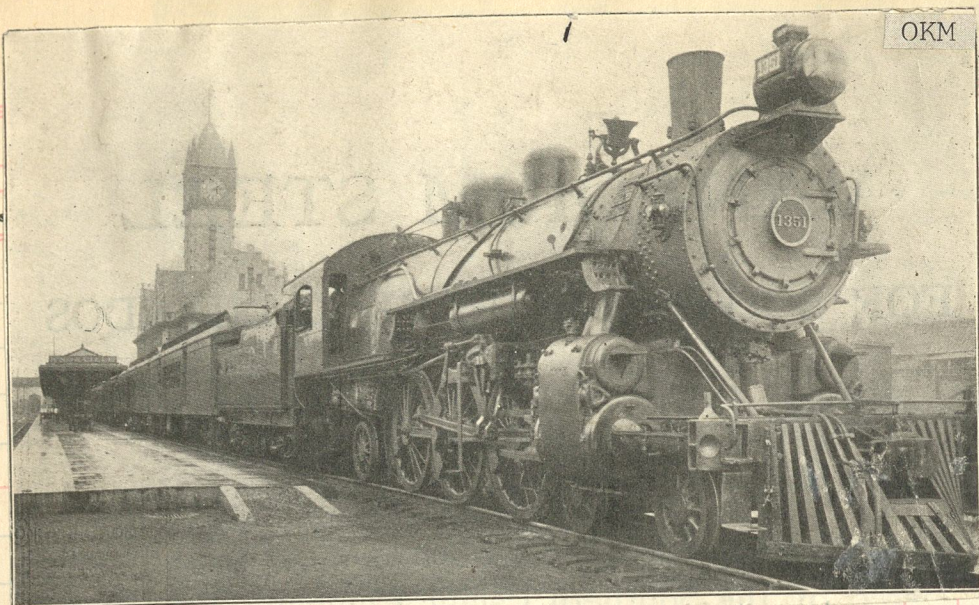
Nos. 21 and 22—"Carolina Special"—Through train between Goldsboro and Asheville, via Greensboro, Winston-Salem and Barber, connecting at Asheville with "Carolina Special" trains 27 and 28, handling through Sleeping Cars between Goldsboro and Asheville-Cincinnati, St. Louis, Chicago and Knoxville-Nashville, Goldsboro and Asheville-Cincinnati, St. Louis, Chicago and Knoxville-Nashville. Coaches, Air-Conditioned Dining Car Service between Statesville and Asheville. Regularly assigned cars air-conditioned between Charleston, Asheville and Chicago.



The 1333 departing Richmond with Trn #7

#1317 c/n 35668
Baldwin 1910
1316-1324

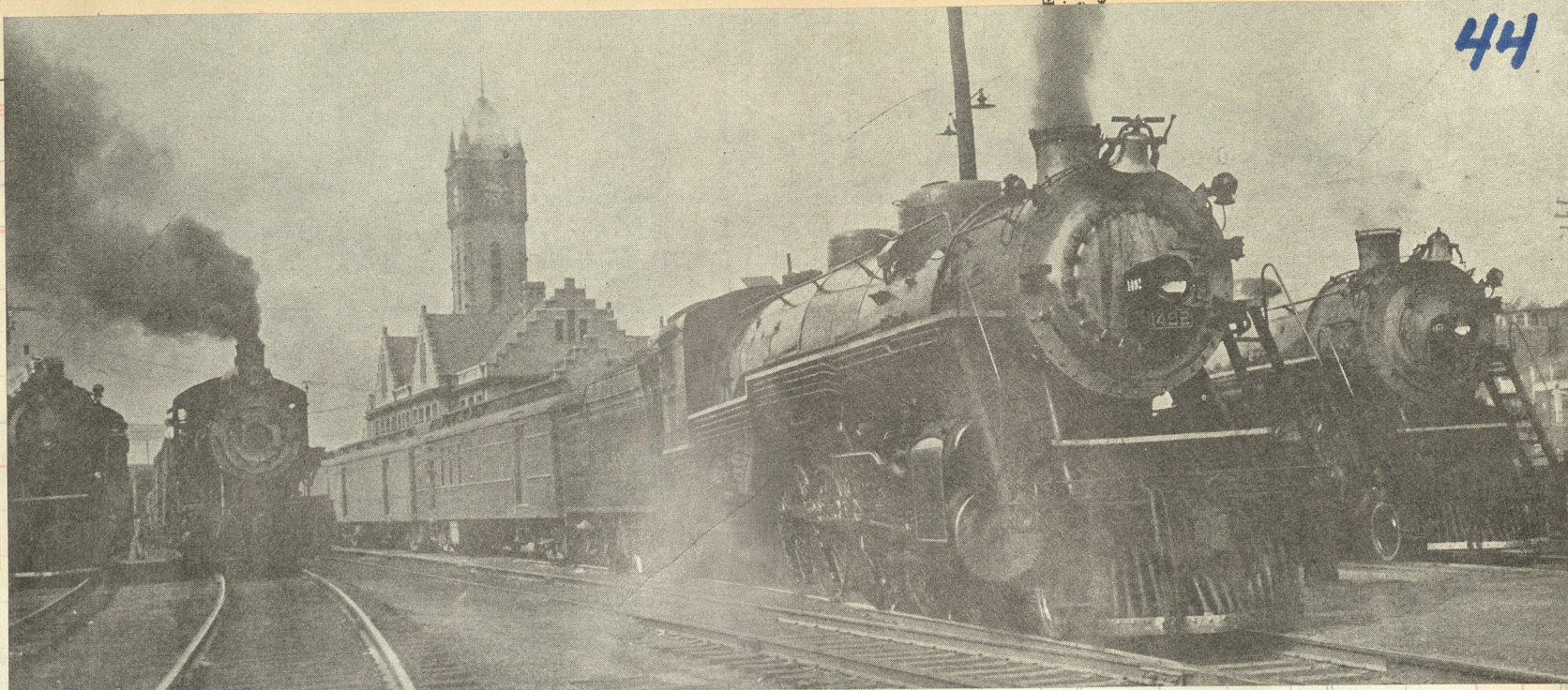




OKM

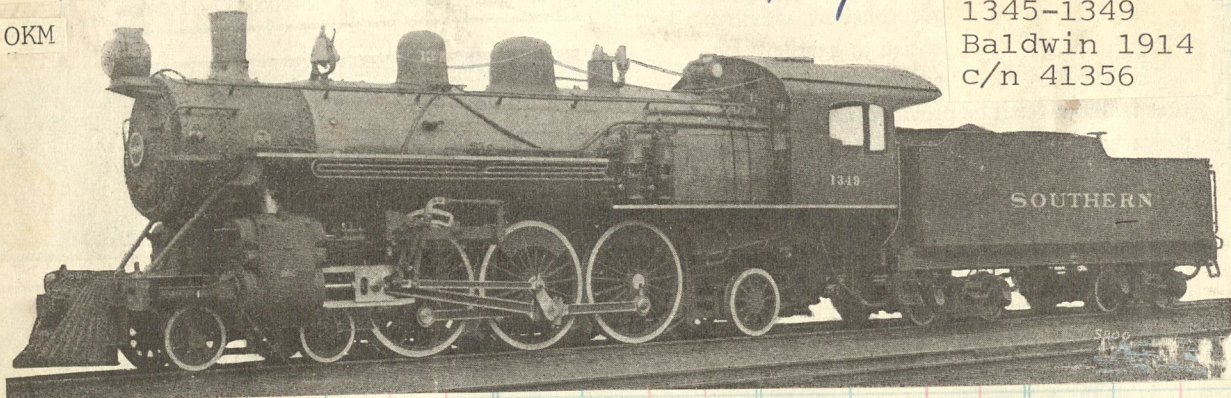
KNOXVILLE, TENN.

Two scenes about thirty years apart, on left about 1915 and on right about 1945. No noticeable changes in station building.



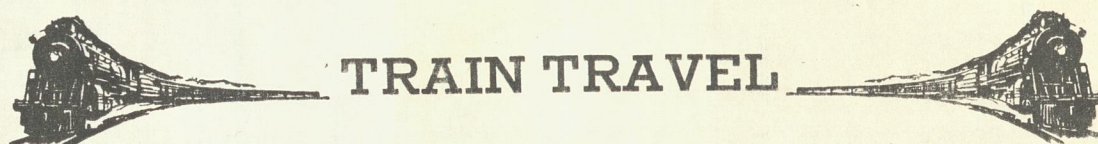
44

OKM



1345-1349
Baldwin 1914
c/n 41356

Be Comfortable in the Safety of



SOUTHERN RAILWAY SYSTEM

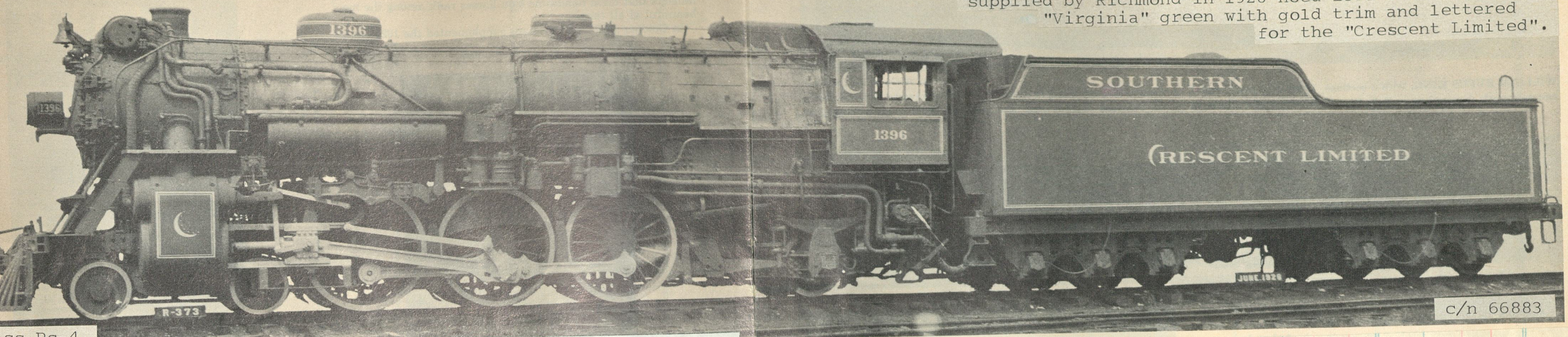
1935



"My mind reverts to former scenes..."
A nostalgic portrait of what once was the spirit of American railroading! Here, preserved for posterity, is Trn #8 with the 1343 swinging along the Westover Hills approaching Hull Street station in Richmond.

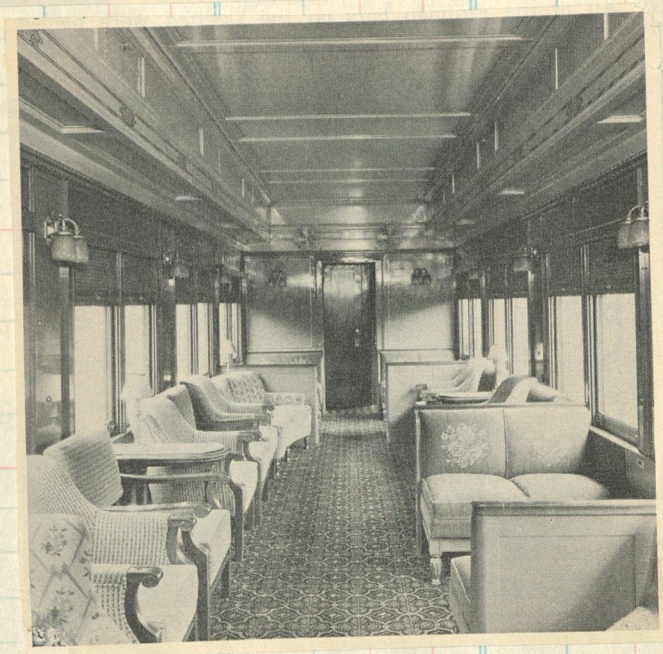
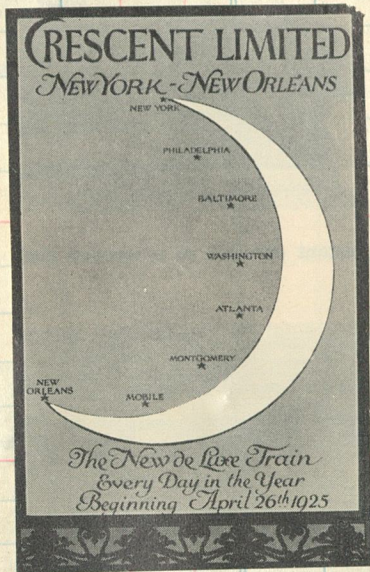
In American railroading there were very few cases of locomotives being in other than a black livery. One outstanding exception, however, was the dozen Pacifics supplied by Richmond in 1926 noed 1393-1404 done in a "Virginia" green with gold trim and lettered for the "Crescent Limited".

Sold Amount



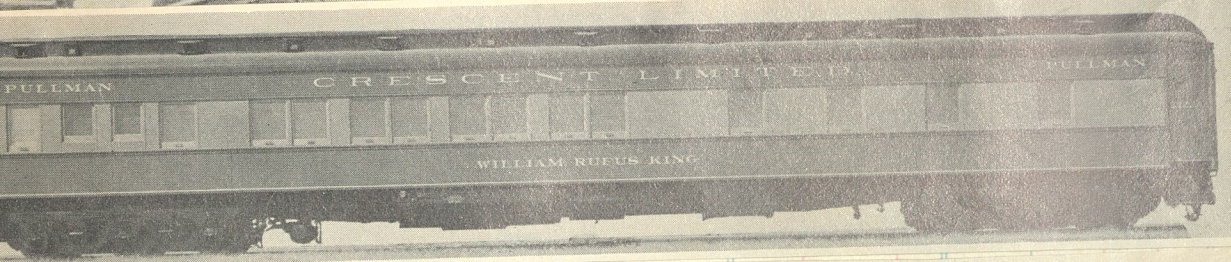
ss Ps-4

(RESCENT LIMITED
All-Pullman Train—Special Service Charge.
Trains Nos. 37 and 38.
Pullman Club Car New York-New Orleans. (Valet service.)
Drawing-room Sleeping Car New York-New Orleans.
to Section, 2 Double-Bed Room Sleeping Car New York-New Orleans.
to Section, 4 Private section Sleeping Car New York-New Orleans.
Drawing-room, Compartment Sleeping Car Washington-New Orleans.
Car may be occupied 10:00 p.m. and until 8:00 a.m. at Washington.
Observation Car New York-New Orleans. With 2 D.R. and 3 Compts.,
Ladies' lounge room, shower bath, maid and manicure service.
Dining Car service.

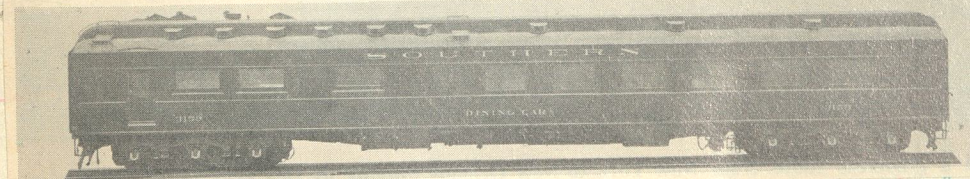


With eng 1394 at Easley, S.C.

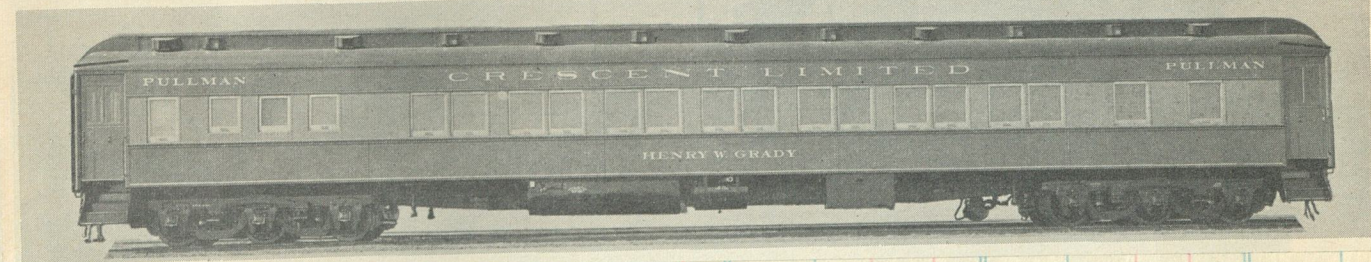
W. R. K.
8 sect
1 D.R.
2 comp



↑ WILLIAM MOULTRIE, club car of 1925 named for an early governor of South Carolina, was painted Pullman green, contained movable chairs (below) in its lounge. Overhead fans were standard equipment at that time.



DINING CAR NO. 3159, Pullman built in 1924, specialized in Southern cuisine. Car was proudly advertised as being "of Oriental Limited type."

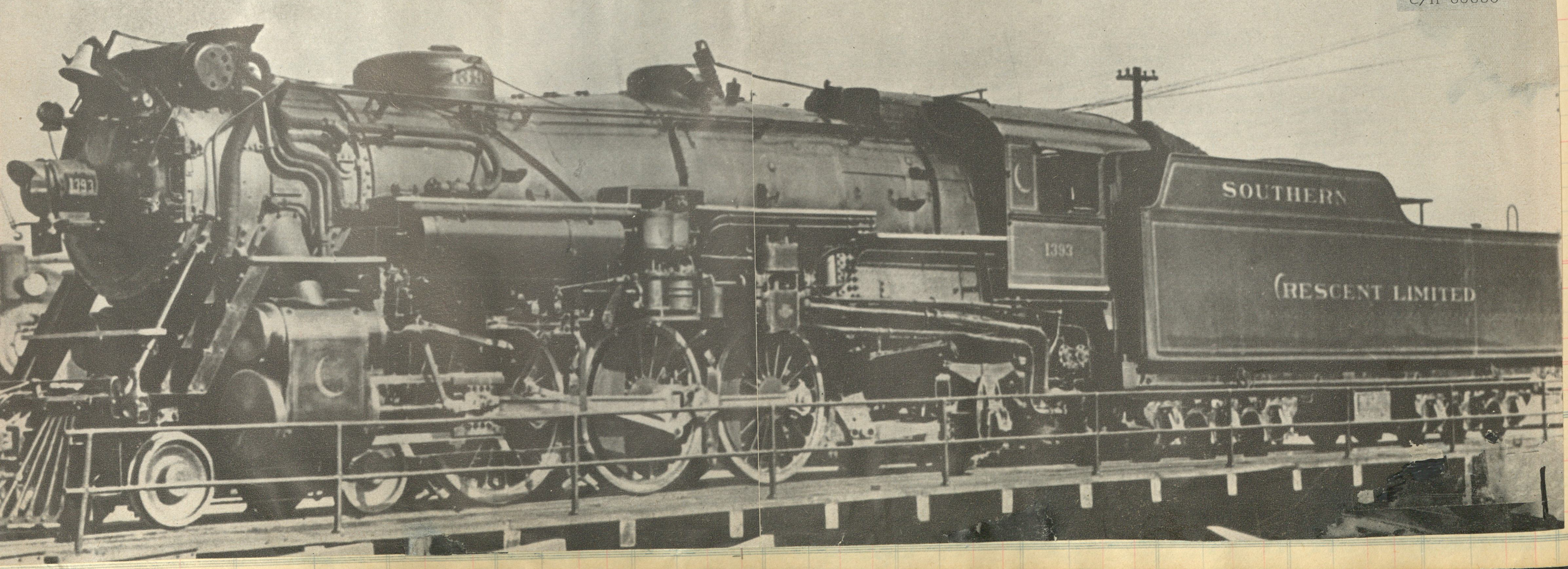


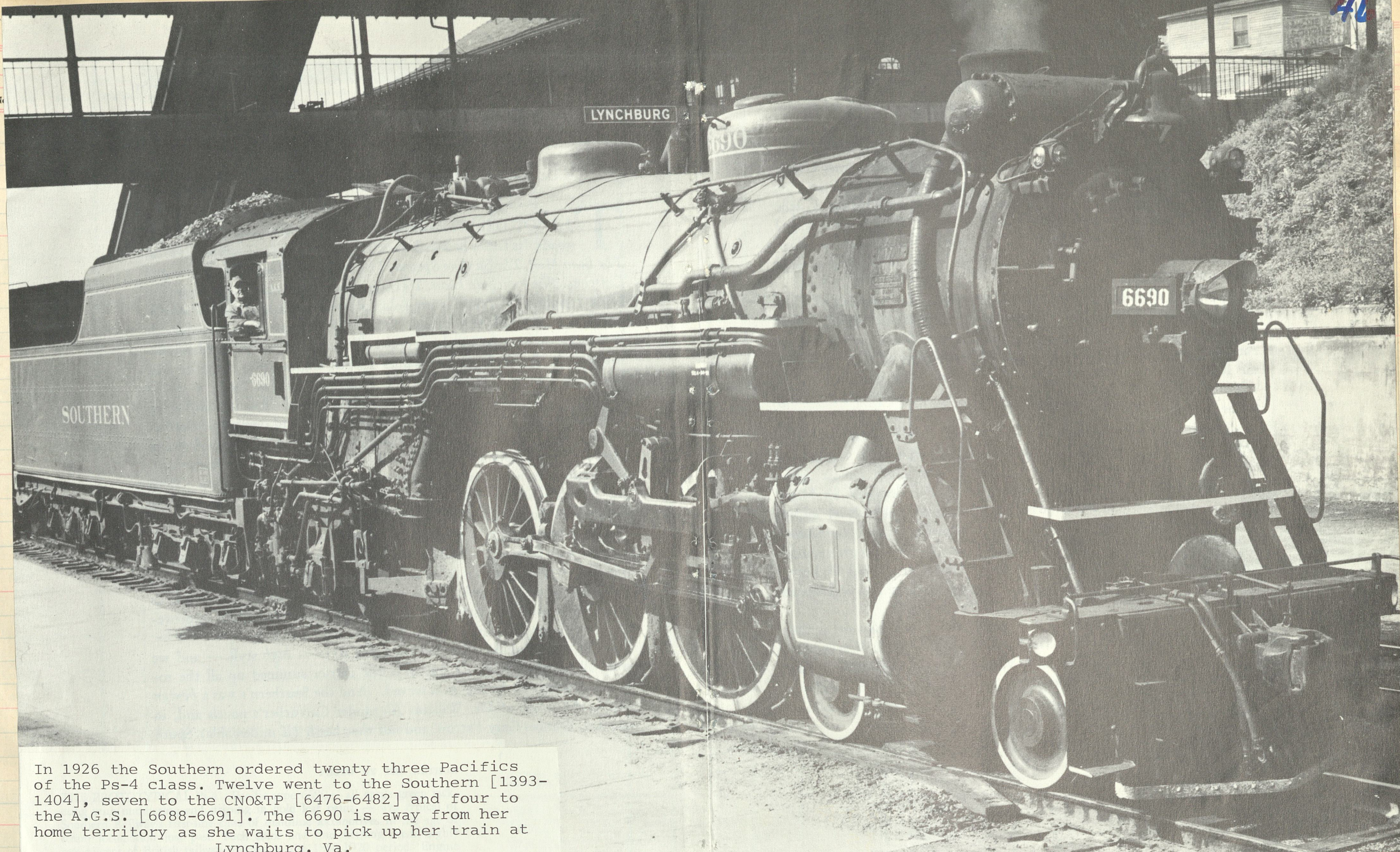
Henry M. Grady 14 sections



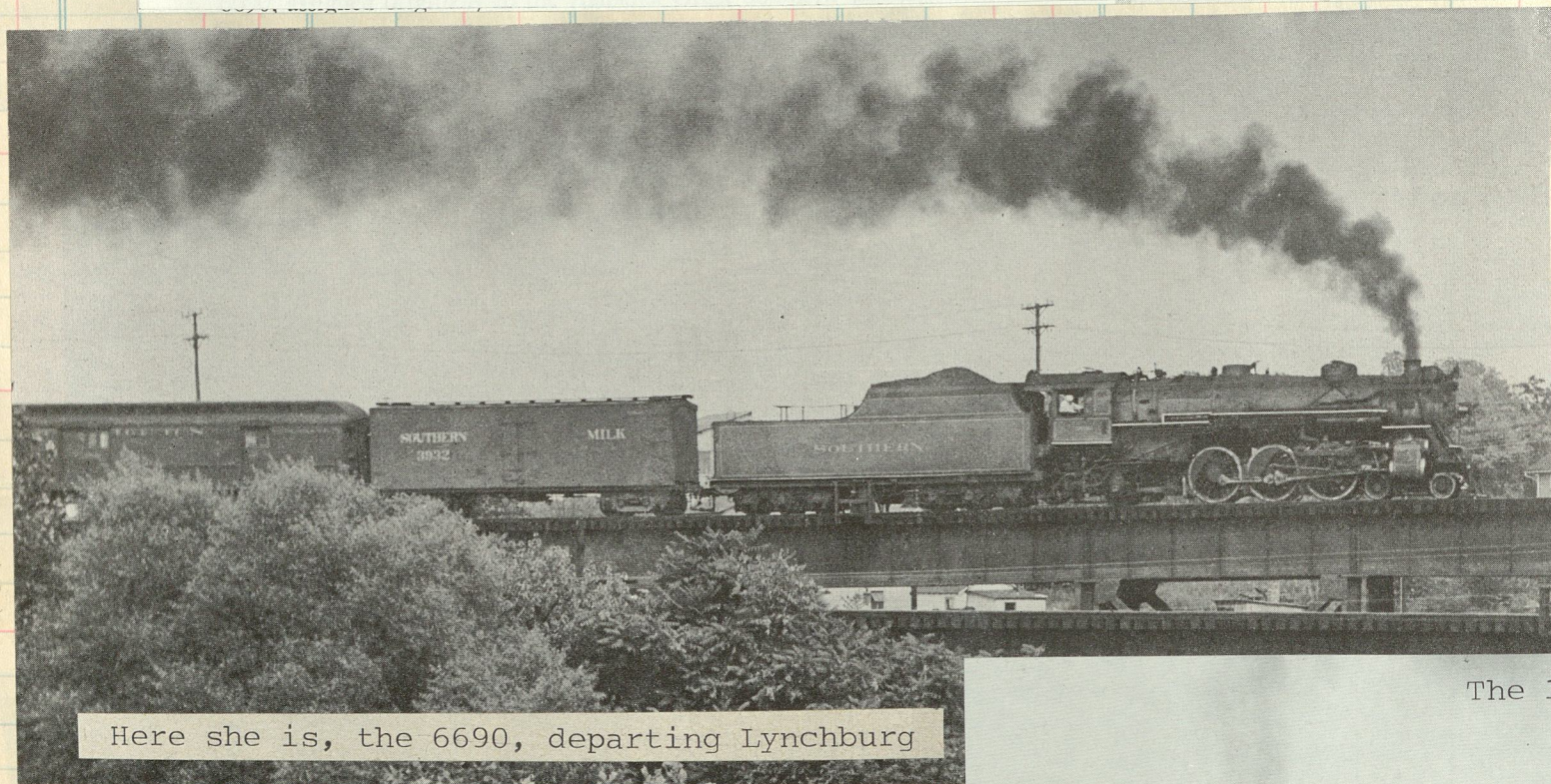
. C. H.
comp
D.R.
lounge

c/n 66880

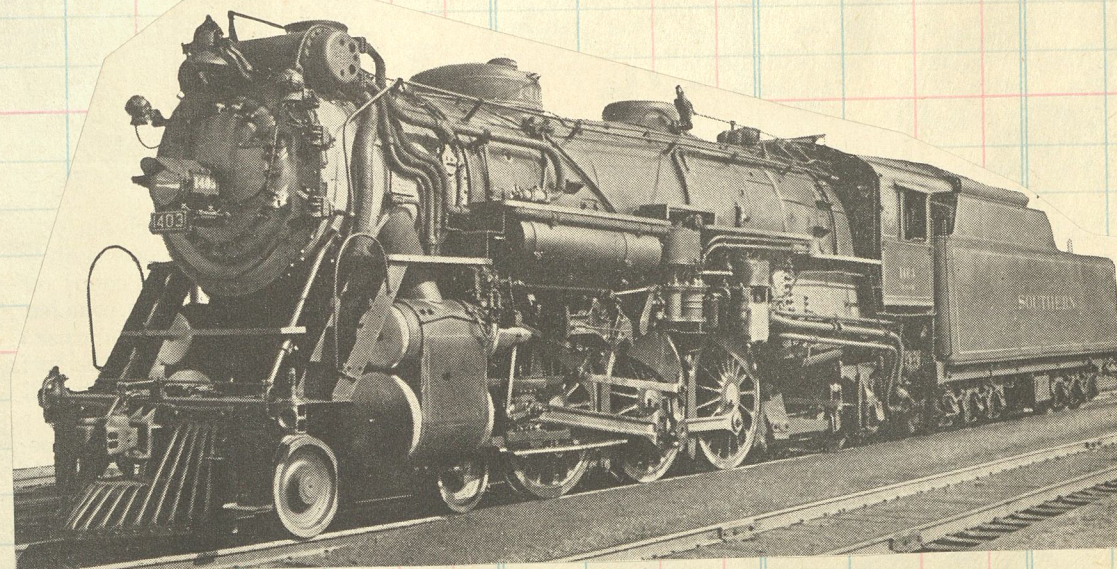




In 1926 the Southern ordered twenty three Pacifics of the Ps-4 class. Twelve went to the Southern [1393-1404], seven to the CNO&TP [6476-6482] and four to the A.G.S. [6688-6691]. The 6690 is away from her home territory as she waits to pick up her train at Lynchburg, Va.



Here she is, the 6690, departing Lynchburg



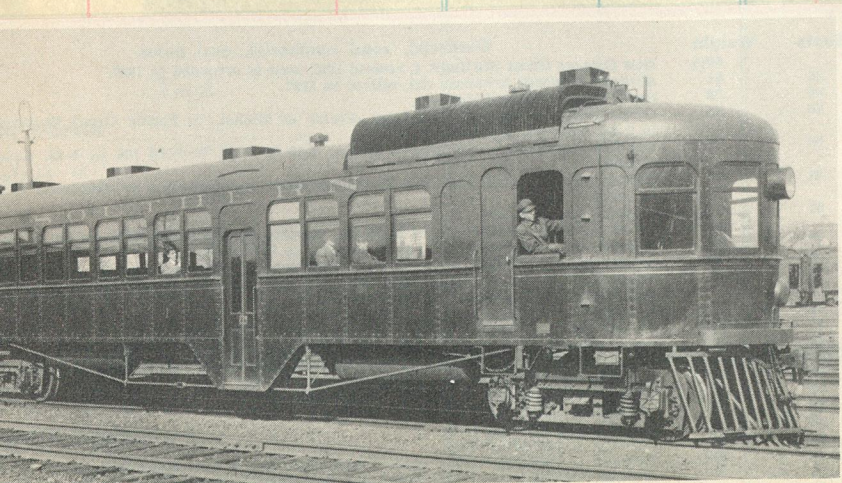
The 1395 accelerates Trn #35 out of Alexandria



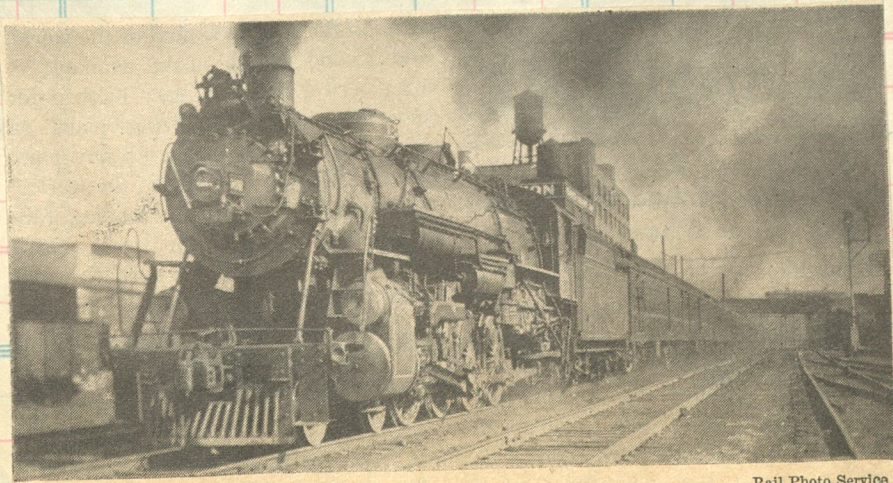


the Southern's Memphis Special arrives in Washington
bearing marks of South's worst blizzard in a generation

THE MEMPHIS SPECIAL—Trains Nos. 25 and 26.
Drawing-room Sleeping Cars—
★New York-Memphis.
★New York-Nashville, via Chattanooga and N. C. & St. L. Ry.
★Washington-Memphis (to-Section Observation). Northbound car may
be occupied until 8:00 a.m. at Washington.
★Chattanooga-Memphis. (May be occupied at Chattanooga at 9:30 p.m.
and until 7:30 a.m.)
★Dining Car Service (see page 484). ★Air-conditioned Coaches.



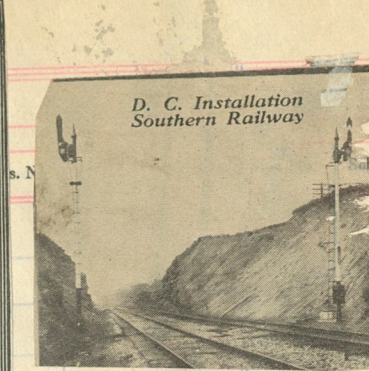
Built for stock by G.E. in 1911 s/n 3701
52 seats wt 41 tons Sold to Southern 1911



SOUTHERN RAILROAD'S ENGINE 1492 HAULING "THE SUNNYLAND" OUT
OF ATLANTA, GA.

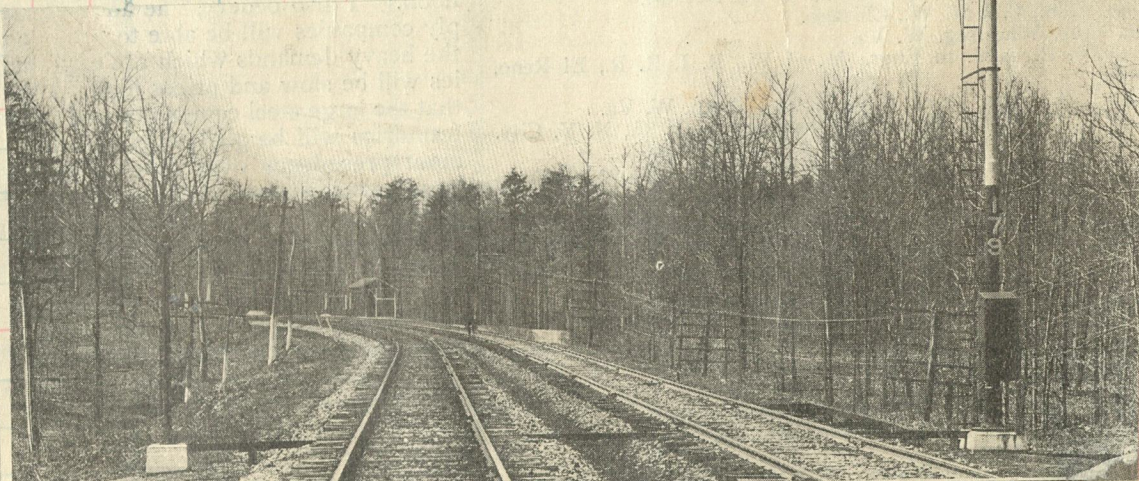


On the Washington Division
near Sweetbriar, Va.



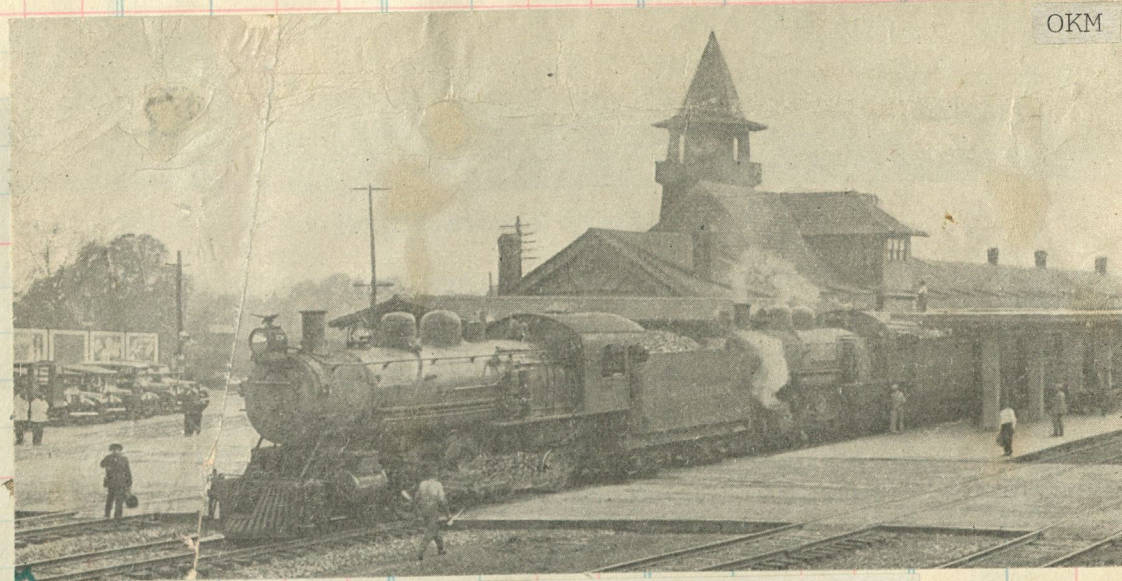
D. C. Installation
Southern Railway

Amount



Near Lawyers, Va., south of Lynchburg

OKM



Spartanburg, S.C. on the old A&CAL



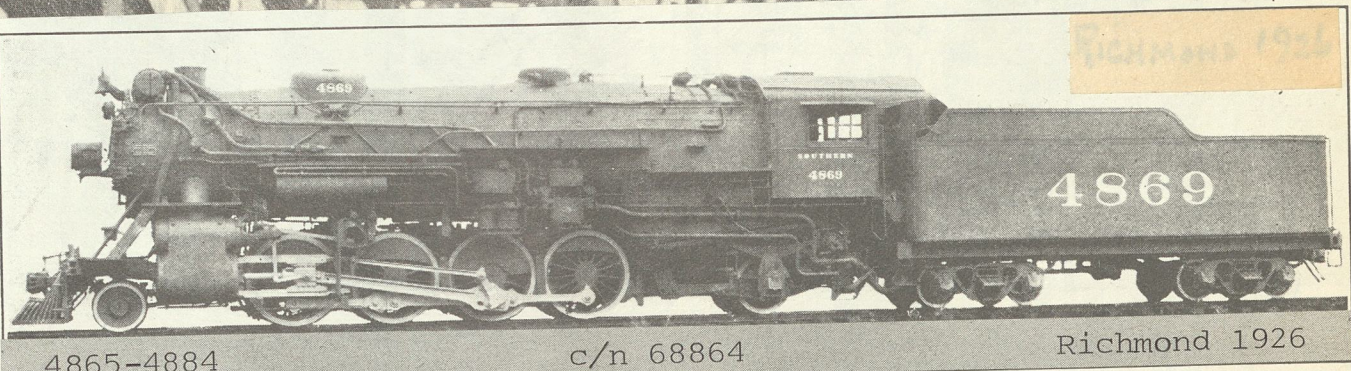
Hugh Dudley

Southern 4501 and her 15-car train of school children approach the historic depot at Huntsville, Ala., on a trip sponsored by the North Alabama Chapter. The three-story brick building, completed in December 1860, was designed to serve as the local "passenger house" and corporate offices for the eastern division of the Memphis & Charleston Railroad. The depot was used as a passenger station by the Memphis & Charleston until that railroad was acquired in 1898 by the Southern Railway System. Southern continued to operate from the depot until March 31, 1968, when its crack Memphis-to-New York streamliner the *Tennessean* made its final run. The depot building was entered in the National Register of Historic places in September 1971.

Oldtime circus train crossing James River at Monroe, Va., on Southern Railway.
From collection of Freeman Hubbard



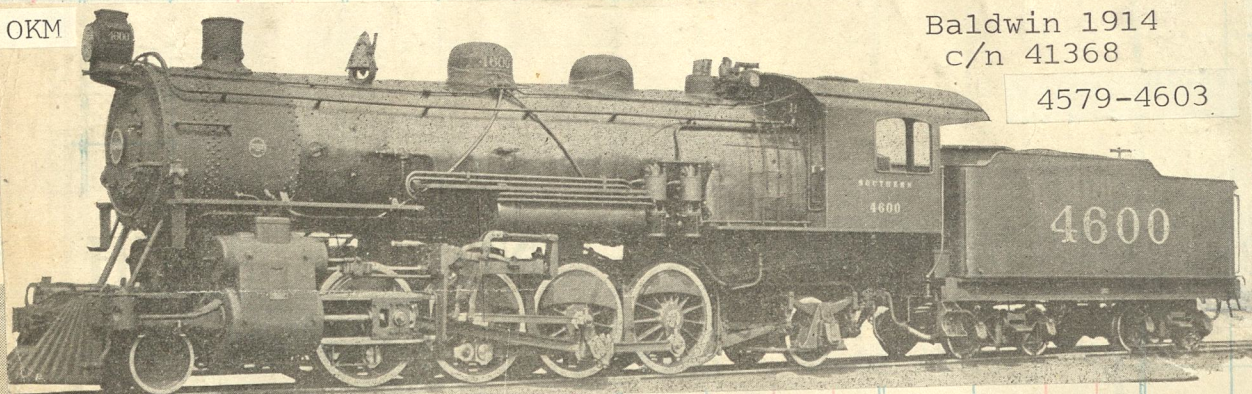
4856 one of twenty five, 4840-4864, from Schenectady 1924 c/n 66050



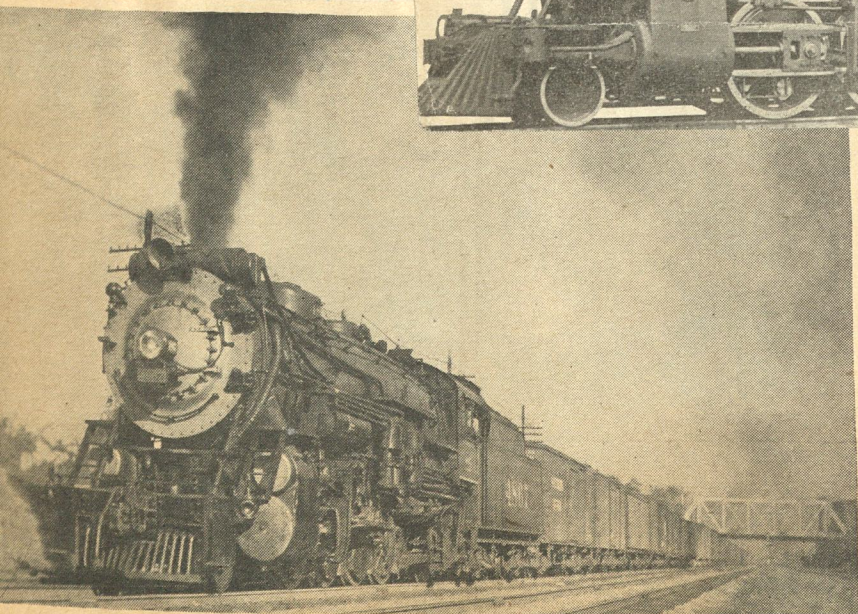
4865-4884 c/n 68864 Richmond 1926

Fig. 75—Southern Railway 2-8-2 (Mikado) Type Locomotive for Freight Service. Built by the American Locomotive Company.

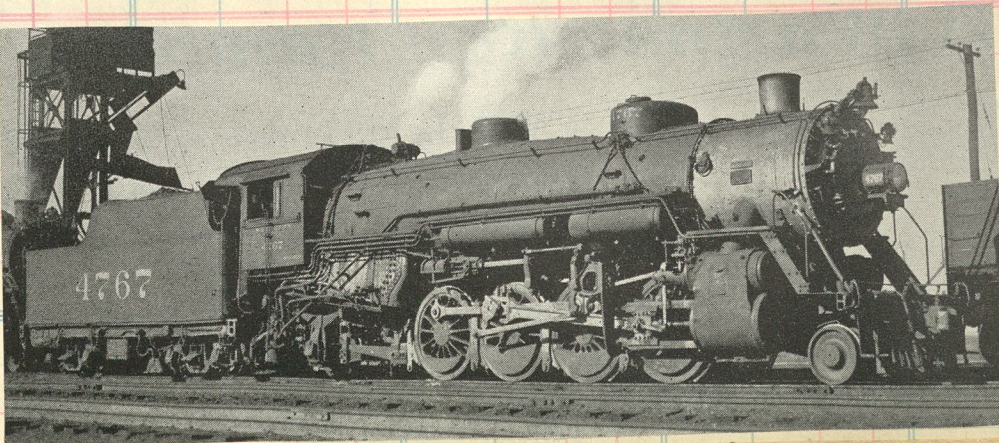
Cylinders, diameter and stroke.....	27 in. x 32 in.	Driving wheel base.....	16 ft. 9 in.
Tractive force.....	63,000 lb.	Total engine wheel base.....	36 ft. 11 in.
Cylinder horsepower.....	2,624 hp.	Fuel.....	Soft coal
Drivers, diameter.....	63 in.	Grate area.....	70.3 sq. ft.
Weight on drivers.....	242,500 lb.	Steam pressure.....	200 lb.
Weight on front truck.....	26,500 lb.	Evaporative heating surface.....	4,275 sq. ft.
Weight on trailing truck.....	60,000 lb.	Superheating surface.....	1,050 sq. ft.
Total weight of engine.....	329,000 lb.	Tender capacity.....	10,000 gal., 16 tons



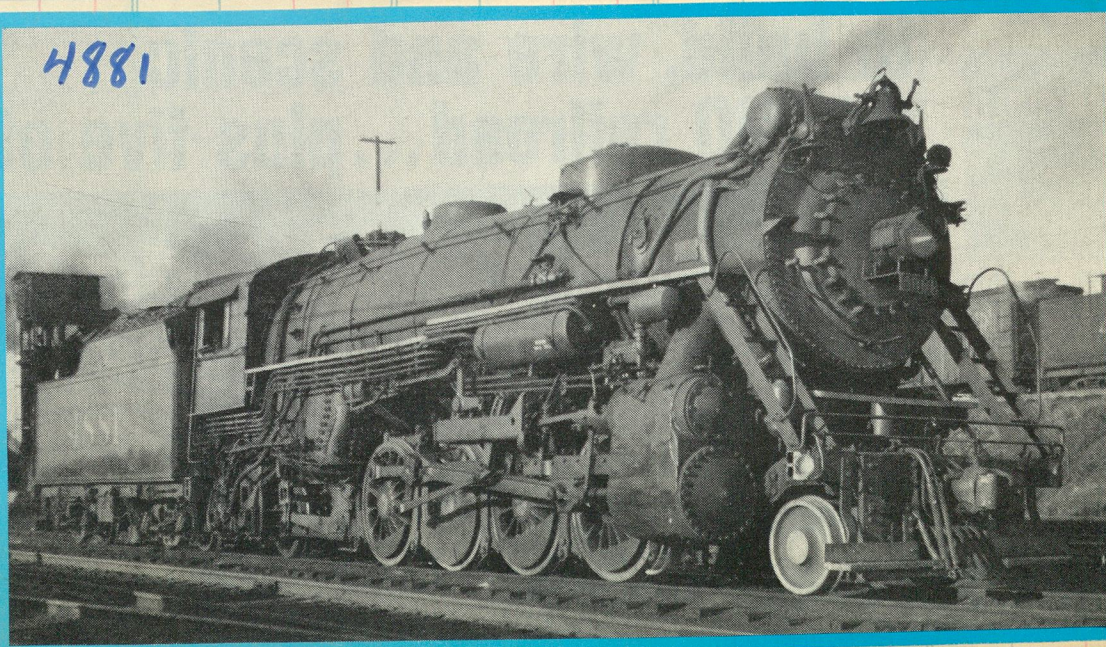
OKM Baldwin 1914 c/n 41368 4579-4603

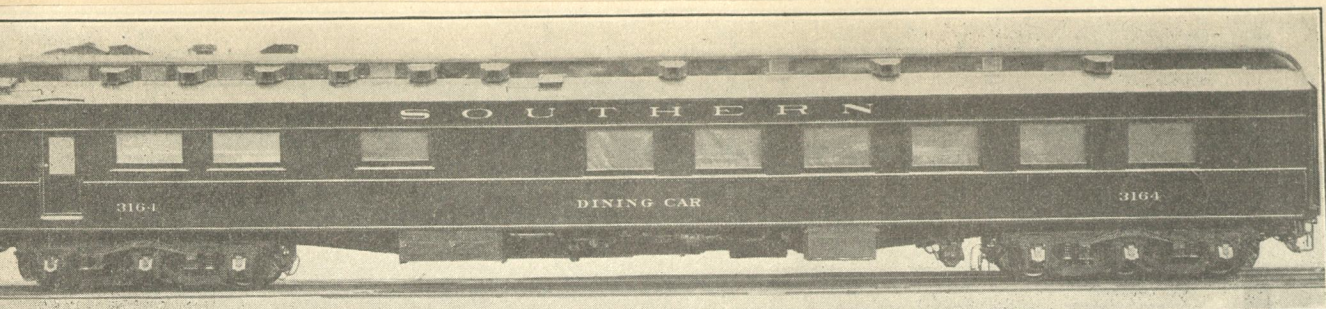


SOUTHERN RAILWAY'S ENGINE 4867 LEAVING ATLANTA FOR MACON, GA., WITH FAST FREIGHT
Richard E. Prince
REHMD 1926



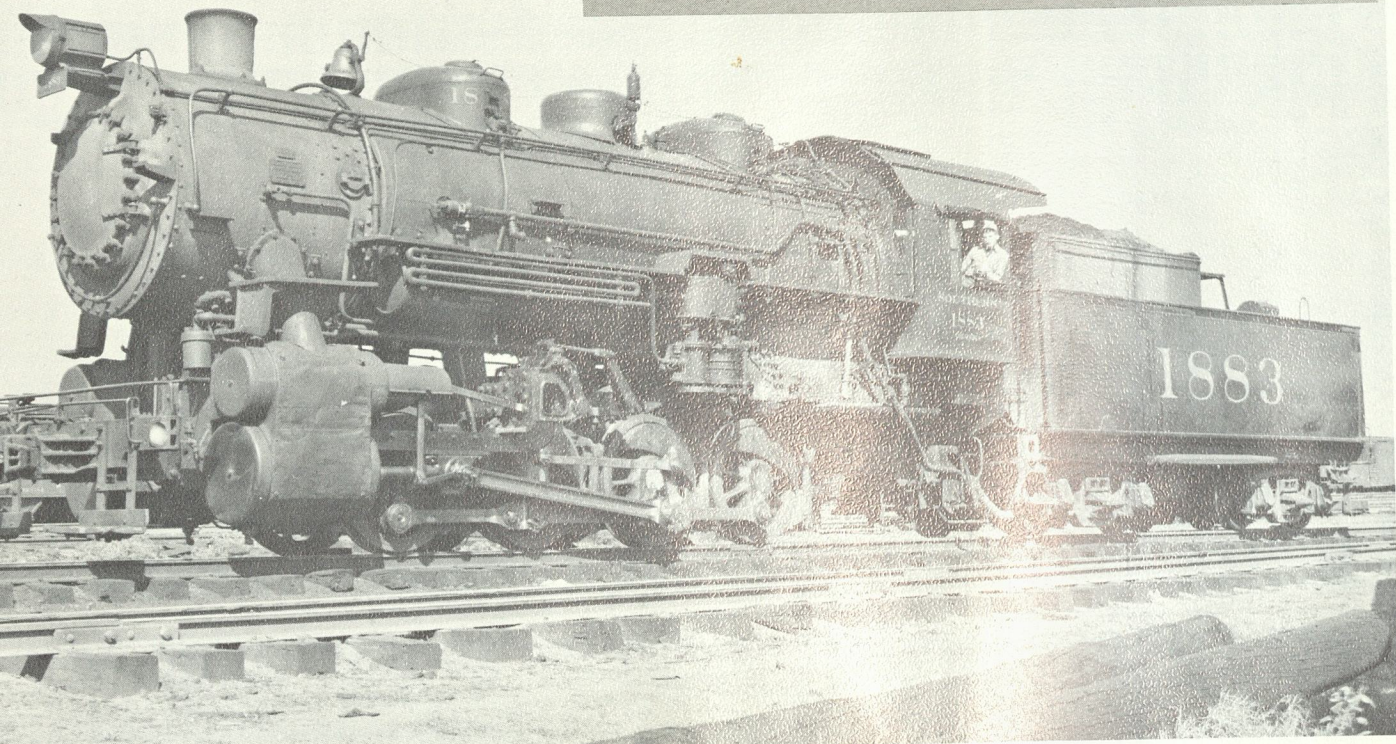
4765-4774 c/n 64844 Richmond 1923





4 Built for the Southern by the Pullman Car & Manufacturing Company 1925

Twenty, 1878-1897, delivered by Brooks in 1918 c/n 60115



822-876 c/n 29024 Baldwin 1906

Southern's class Ks Consolidation No.837 arrives in East St. Louis, Ill., just ahead of the setting sun. This gleaming bell-clanging 2-8-0, painted in gloss black with gold numerals probably dazzled photographer Bill Barham. Few railroads would have bestowed such loving care and attention upon a 2-8-0; but on Southern, this was recognition due a faithful little servant.

Try Our SUPERIOR DINING CAR MEALS

served at reasonable cost

Clean — Wholesome — Appetizing

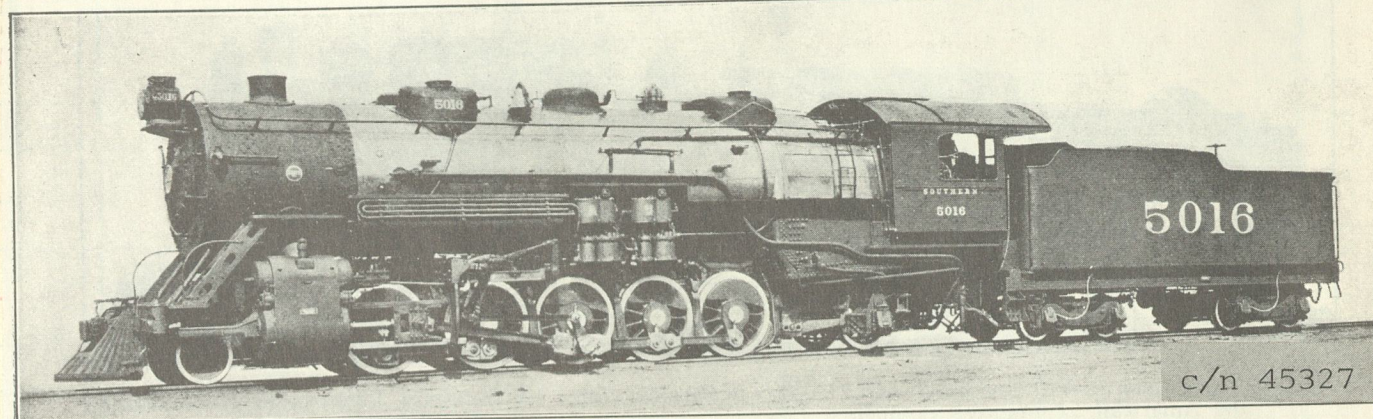
and to add to your enjoyment

Air-Conditioned Dining Cars have been placed in service

SOUTHERN RAILWAY SYSTEM

CKET SALES AT

An order for fifty five 2-10-2's was placed with Baldwin. Nos 5000-5042 delivered in 1917 and 5043-5054 in 1918. An additional twenty five came from Richmond in 1918 noed 5055-5079 were assigned to the CNO&TP.

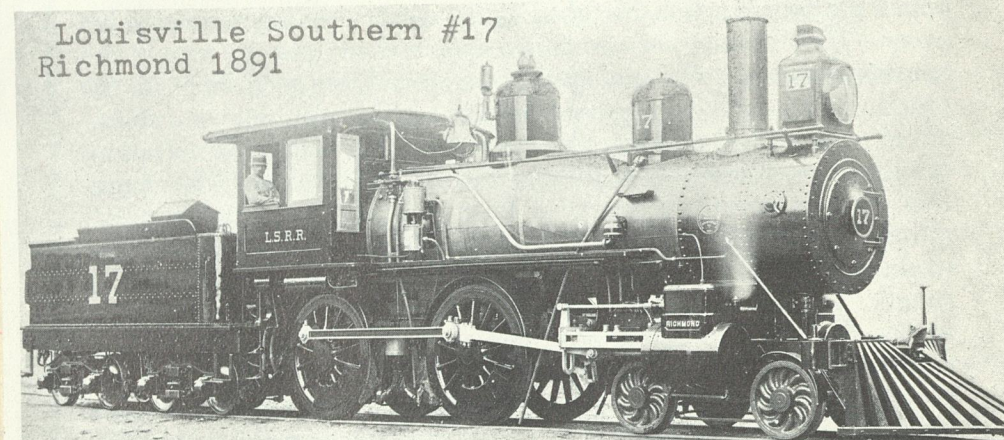


c/n 45327

Fig. 100—Santa Fe (2-10-2) Locomotive for Freight Service. Built for Southern Railway by the Baldwin Locomotive Works.

Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes	4,853 sq. ft.
Cylinders	28 in. x 32 in.	Heating Surface, Firebox	381 sq. ft.
Steam Pressure	190 lbs.	Heating Surface, Total	5,234 sq. ft.
Diam. of Drivers	57 in.	Heating Surface, Superheater	1,341 sq. ft.
Tractive Effort	71,000 lbs.	Grate Area	88 sq. ft.
Rigid Wheel Base	20 ft. 7 in.	Weight on Drivers	294,000 lbs.
Driving Wheel Base	20 ft. 7 in.	Weight, Total	370,600 lbs.
Total Wheel Base	38 ft. 8 in.	Fuel	Soft coal

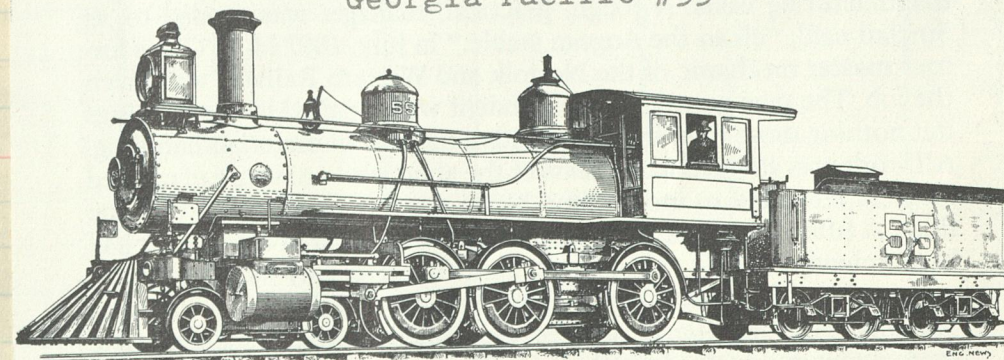
Louisville Southern #17
Richmond 1891



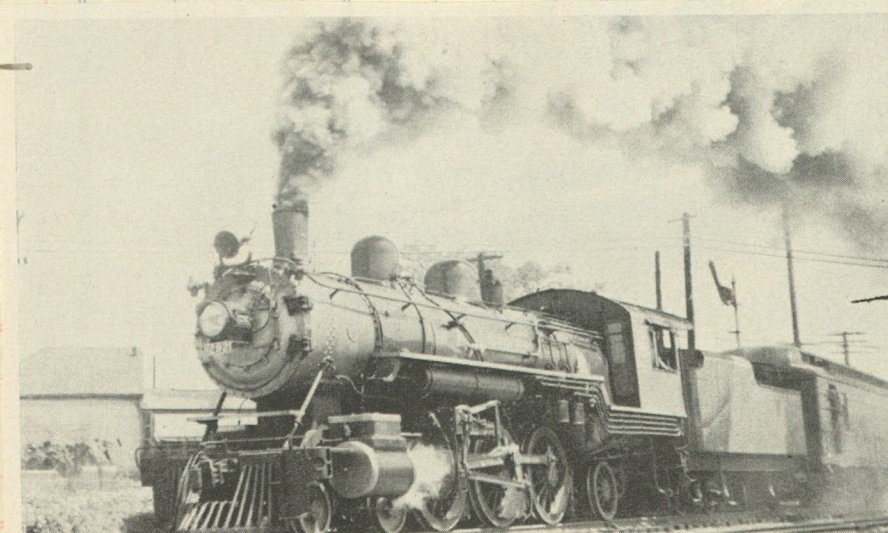
Renoed Southern 858,1864,3864

c/n 2189

Georgia Pacific #55 Richmond 1889



c/n 1854. Renoed GP 382, Sou 459, 918, 1432, 3432



Both photos, collection of Shelby F. Lowe.

Years later, in 1931, sister Pacific No. 1292 hits her stride with an Atlanta Division train.

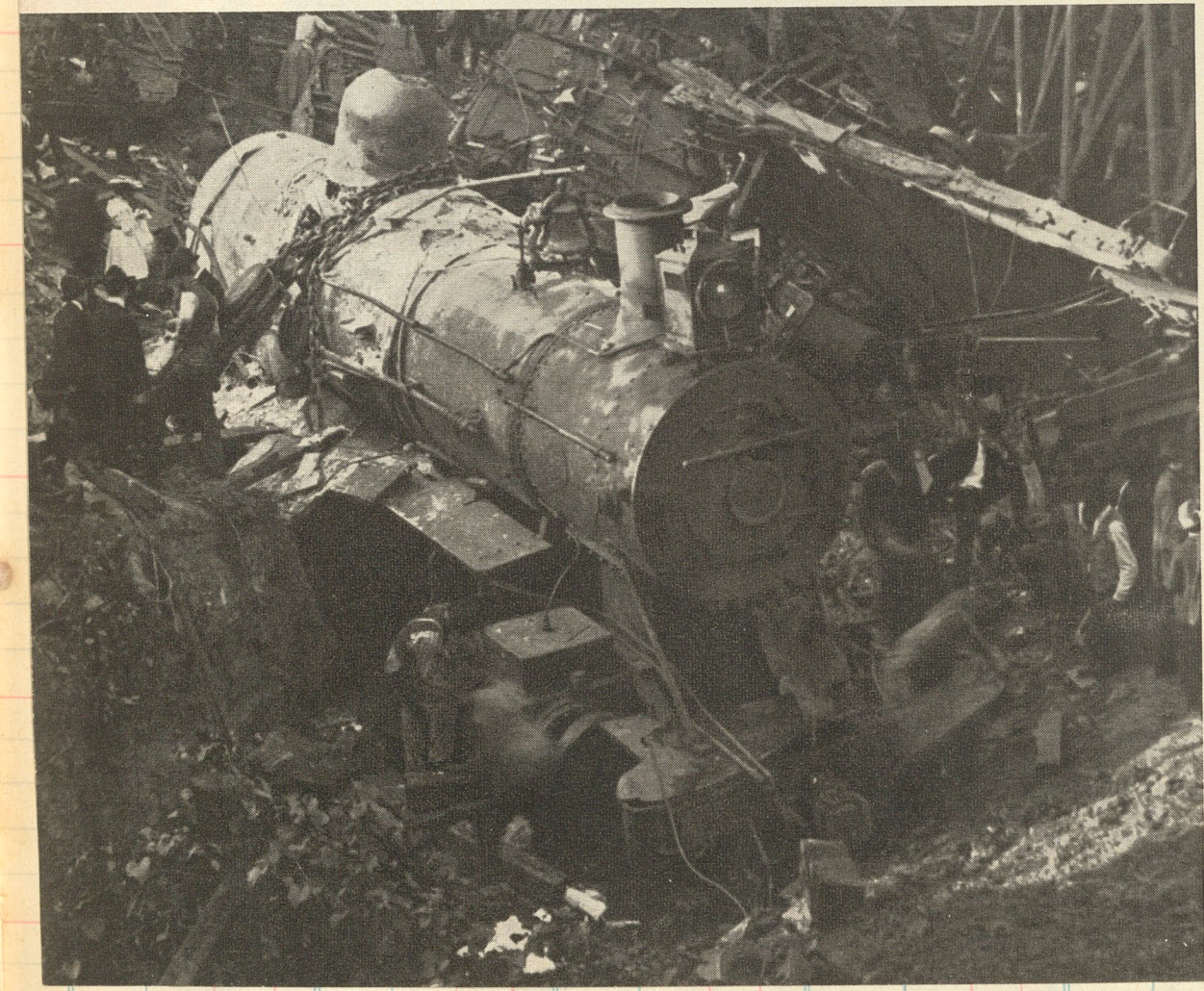
1275-1300 c/n 27402 Baldwin 1906

Wreck of 97 revisited

Priceless period ill ustration permits a fresh look at what happened when Joe Broady descended upon Stillhouse Trestle too fast



All photos, collection of Williams Studio.



The #1102 was b1t by Baldwin in 1903 c/n 22633. She was retrieved, shopped and remained in service until 1935.



AT 3 A.M. on the morning of September 27, 1903, Southern Railway No. 97, a four-car mail train headed by Ten-Wheeler 1102, dropped downgrade through Danville, Va., too fast, soared off the curving Stillhouse Trestle above Cherrystone Creek, and crashed below with these results. The glass plates are now owned by the credited Danville studio.

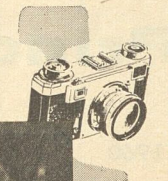
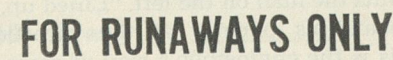
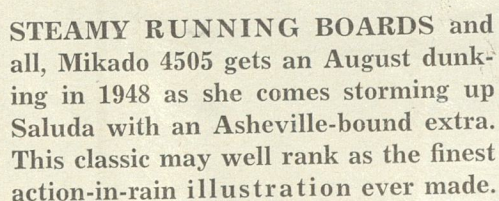
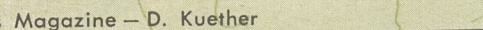


photo
section





A black and white photograph of a steam locomotive pulling a train through a wooded, hilly landscape. The train is moving away from the viewer on a track that curves slightly to the right. A person stands on the right side of the track near a signal post. The background is a steep, wooded hill.





Nos. 23-24 Skyland Special through train between Asheville and Jacksonville via Southern Ry. (Nos. 9 and 10 west of Columbia). Drawing room Sleeping cars Asheville-Jacksonville and Winston-Salem-Jacksonville-Charlotte. Dining Car service. Coaches.

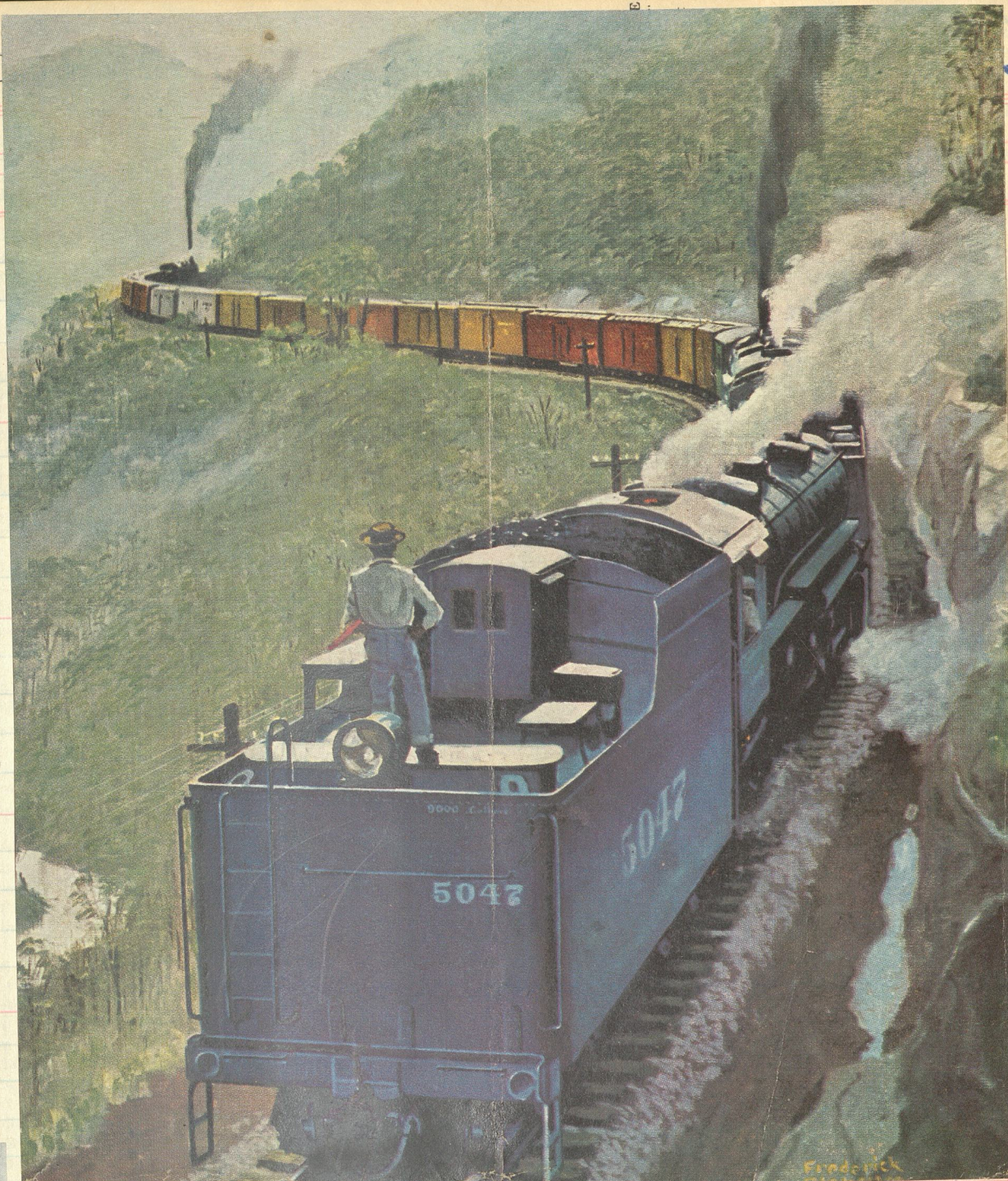


"Southern 2-10-2's doggedly ascending Saluda Grade, belching haunting exhausts ever louder with each turn of the drive wheels, were reminiscent of the plan of Ravel's repetitious Bolero."



Santa Fe type 5035 doubleheads up Saluda with Ts 4-8-2 type 1462, while 5047 pushes on the rear of The Carolina Special, May 15, 1948.

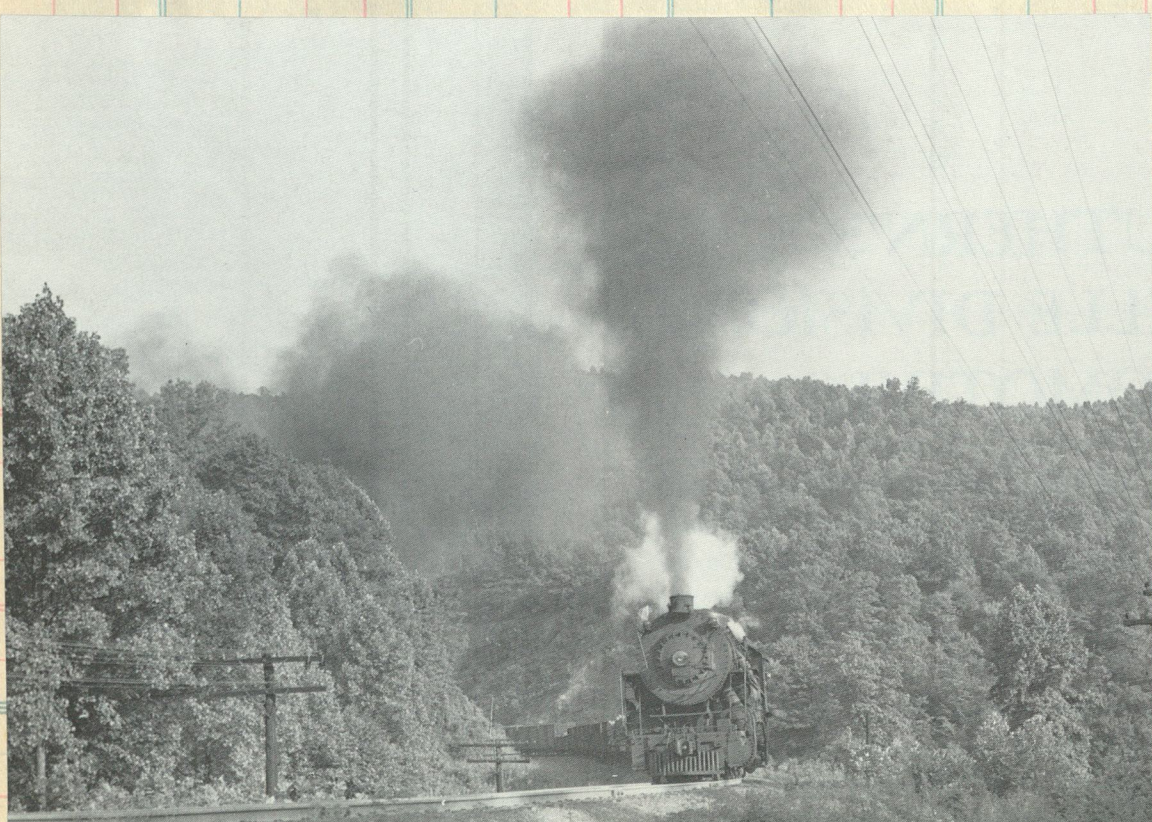
Richard D. Sharpless/Frank E. Andre



Saluda Pusher by Frederick Blakeslee



Depot at Asheville, N. C. about 1890

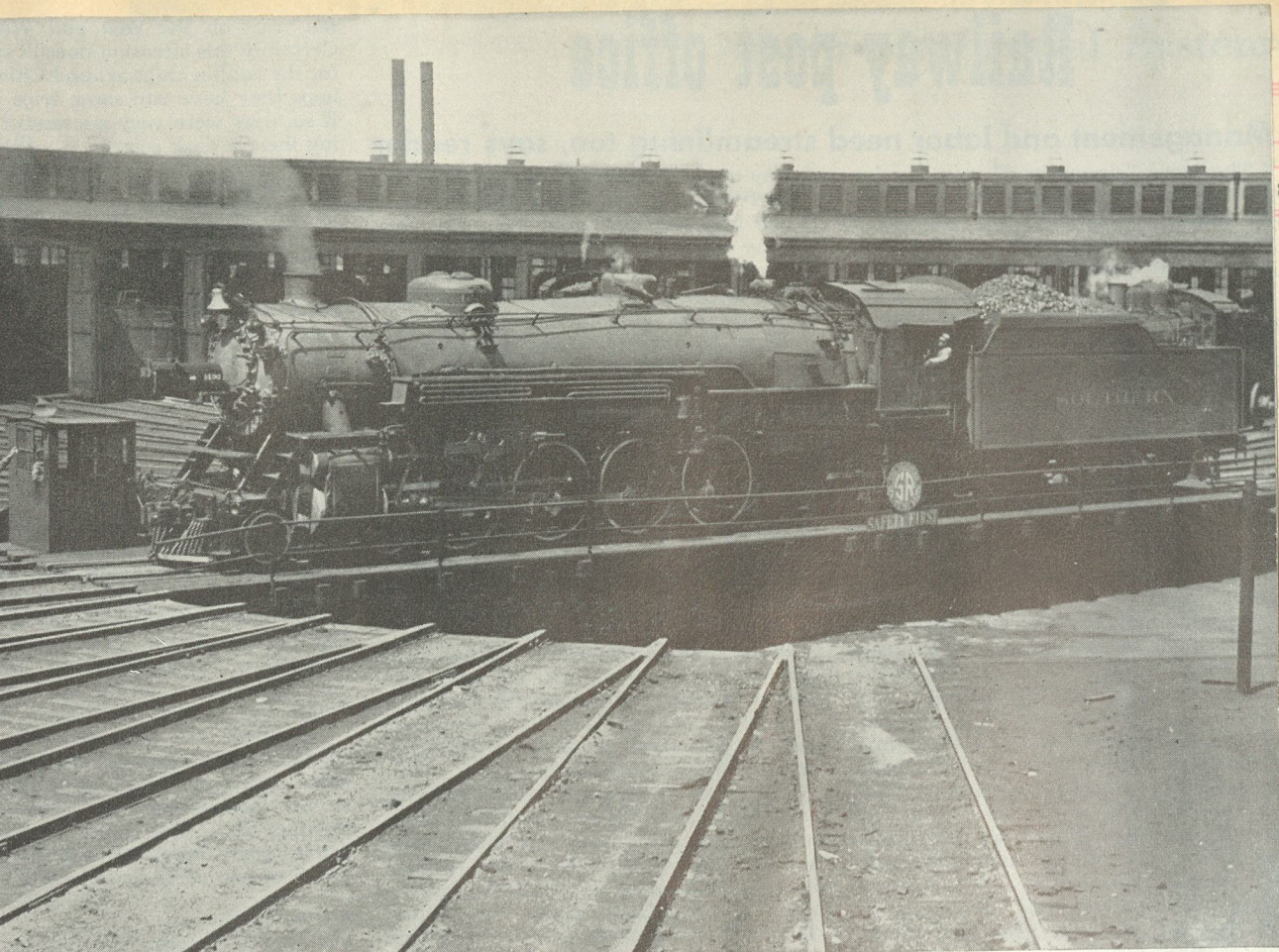


Thunder on Saluda-#5027



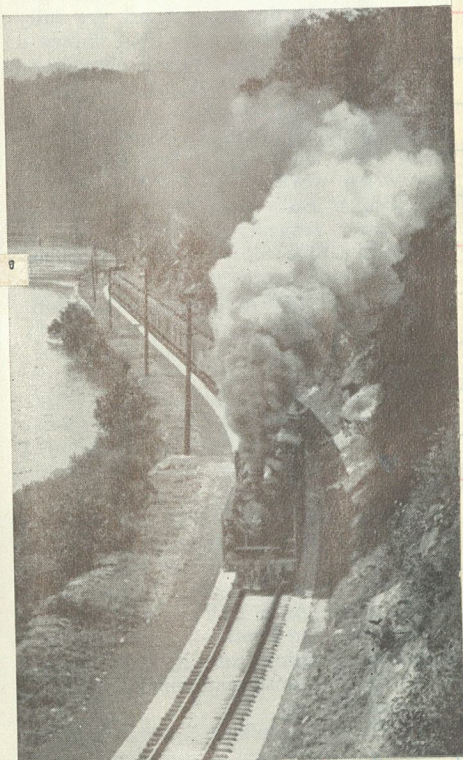
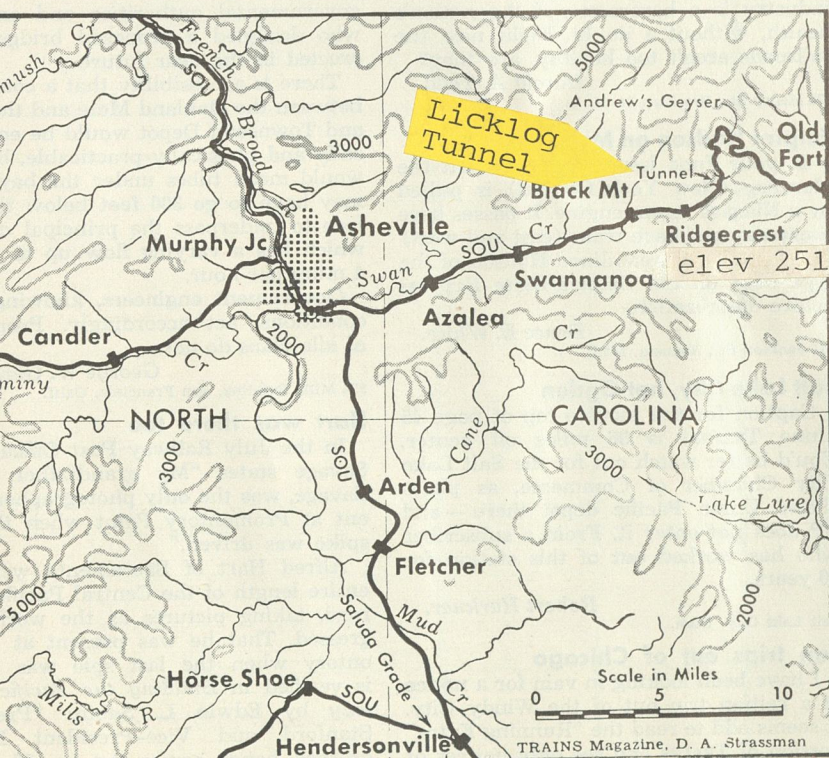
The 5047 rolls east from Biltmore (Asheville) with 47 cars on September 10, 1949.

C. William Streit



1 4-8-2 No. 1490, a graceful study in apple green and gold, rides the Asheville. This big girl, engineered by Alco's Richmond Works in 1919 along handsome U. S. R. A. has been in SR passenger service for nearly three decades. As Electro-Motive diesels for the business end of SR passenger schedules, the company is putting the 69-inch of its Mountain type power to good use in freight service after adding tender cupolas.

The Carolina Special cants to a neatly ballasted reverse curve as it follows a 4-8-2 down the varying course of the French Broad River en route from Asheville to Knoxville. Carolina mountains form the misty woodland backdrop.



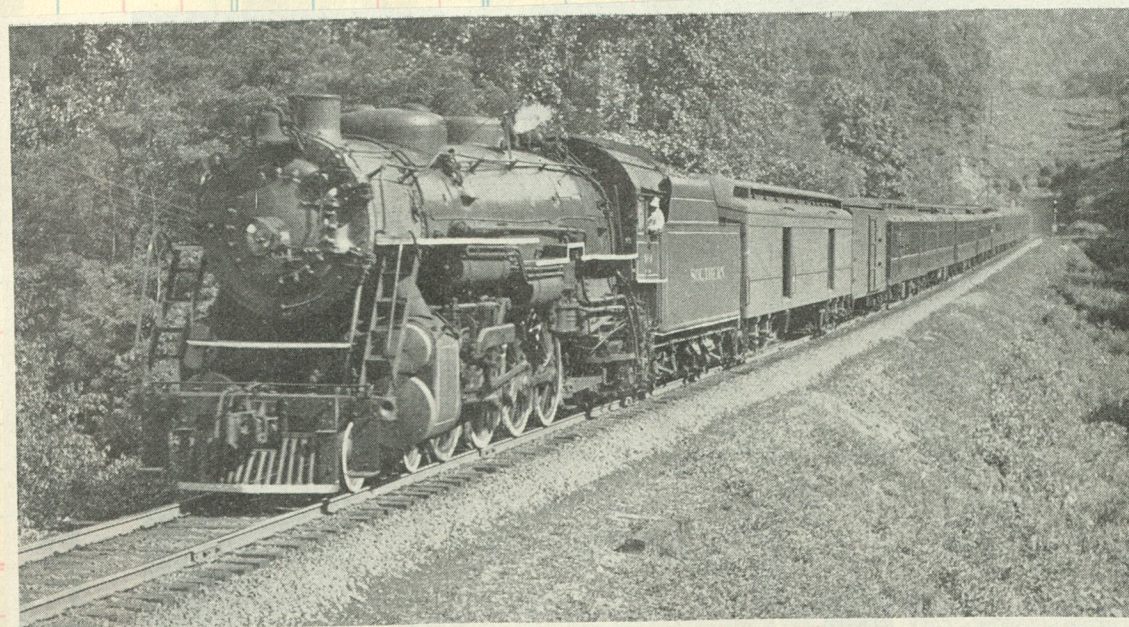
'Talking to the Gods' a 2-10-2 approaches the Licklog Tunnel



Nos. 21 and 22. "Carolina Special"—Through train between Goldsboro and Asheville, via Greensboro, Winston-Salem and Barber, connecting at Asheville with "Carolina Special" trains 27 and 28, handling through ★Drawing-room Sleeping Cars between Goldsboro-Cincinnati, Charleston-Chicago, Asheville-Louisville and Knoxville-Nashville, Air-Conditioned Dining Car Service.

W. H. Thrall Jr.

approaching the bridge across the French Broad River, the Carolina Special rounds a curve near Asheville.



Train No. 16, the Asheville Special, headed for Washington, comes out of Licklog Tunnel on the Southern Railway's line through the heart of the Blue Ridge Mountains in North Carolina. Photographer Frank Clodfelter is an engineer on this division.

Nos. 31-15 and 16-32. "Asheville Special"—★D.R. Compt. Sleeping Car New York-Asheville, ★Drawing-room Sleeping Car Washington-Asheville and ★Observation-Lounge Sleeping Car Raleigh-Asheville. Air-Conditioned Dining Car service, New York-Washington, Washington-Danville (in No. 31) and Salisbury-Asheville.

1463

1450-1472
Baldwin 1917
c/n 45086

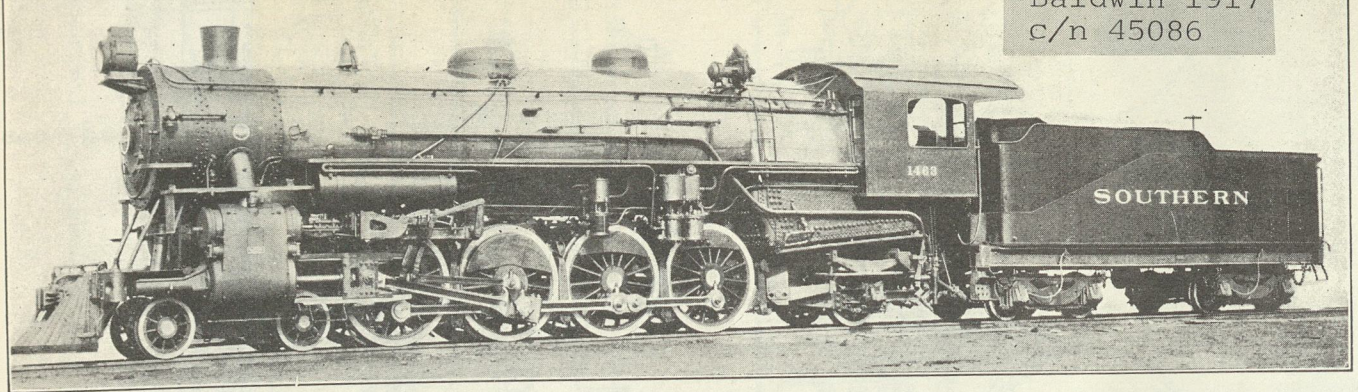
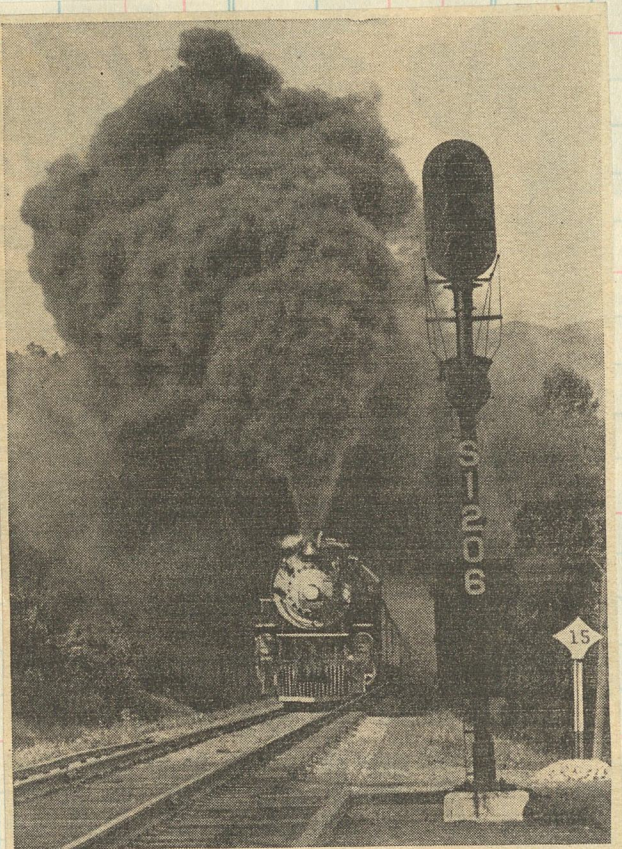


Fig. 156—Mountain (4-8-2) Locomotive for Passenger Service, Built for the Southern by the Baldwin Locomotive Works, 1917

Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes	3,339 sq. ft.
Cylinders	27 in. x 28 in.	Heating Surface, Firebox	329 sq. ft.
Steam Pressure	190 lbs.	Heating Surface, Total	3,668 sq. ft.
Diam. of Drivers	69 in.	Heating Surface, Superheater	942 sq. ft.
Tractive Effort	47,800 lbs.	Grate Area	66.7 sq. ft.
Rigid Wheel Base	18 ft.	Weight on Drivers	209,800 lbs.
Driving Wheel Base	38 ft. 11 in.	Weight, Total	314,800 lbs.
Total Wheel Base		Fuel	Soft coal

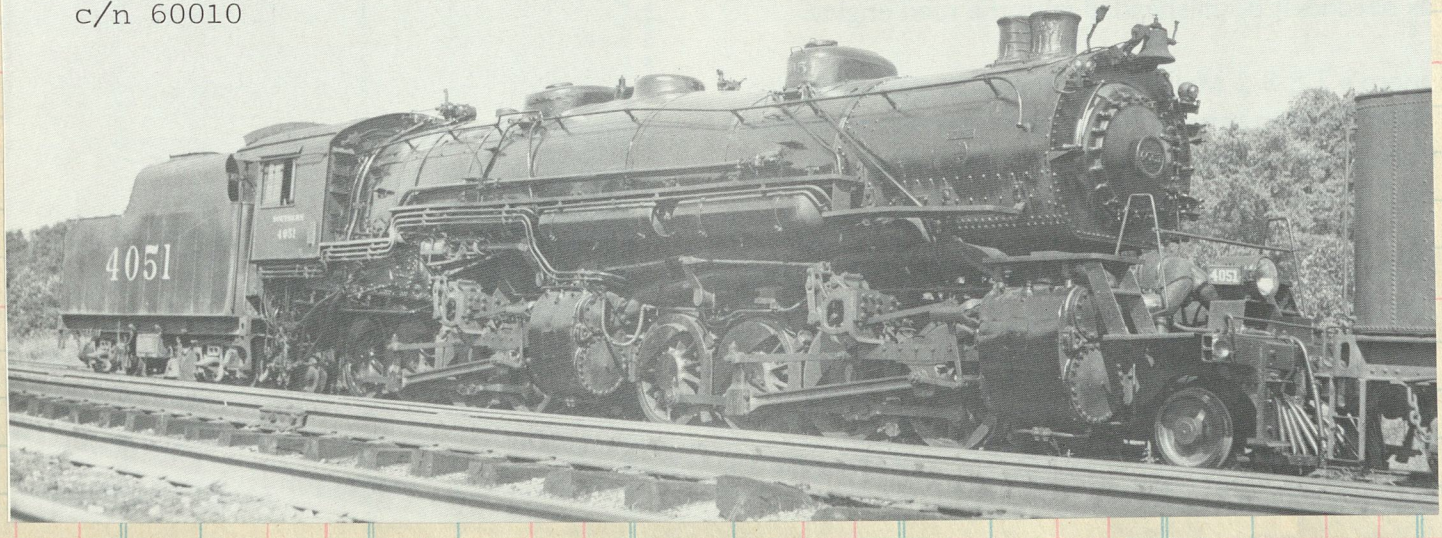


Frank Clodfelter
Spuming volcano-like exhaust Southern Ry's green-and-gold Mountain 1458 between Salisbury and Asheville, N. C. climbs Blue Ridge Mountains near Ridgecrest Licklog Tunnel



Just past Old Fort 1st #11 starts on the twisting climb to the summit at Ridgecrest. Mike #4535, Baldwin 1912 c/n 38891, will have no problems with four cars.

4051-4058
Baldwin 1928
c/n 60010



5200-5249
Brooks 1918
c/n 60010

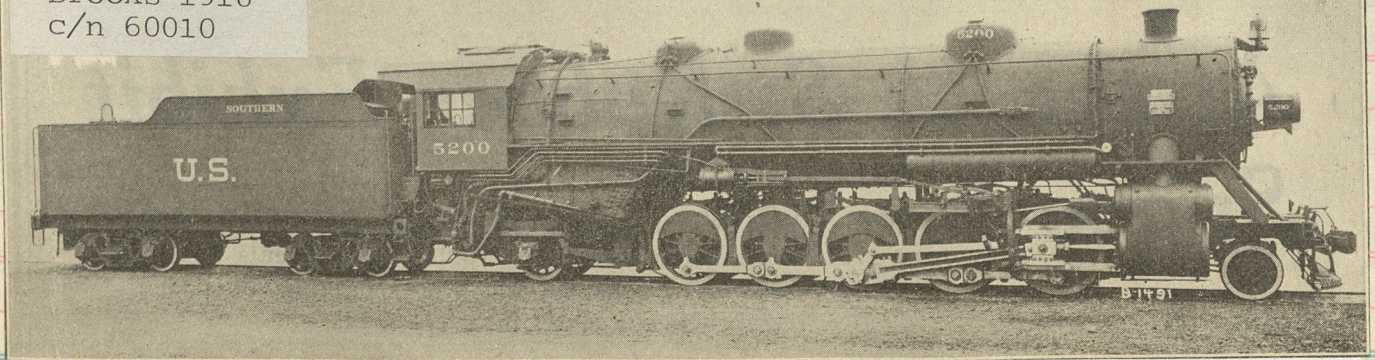
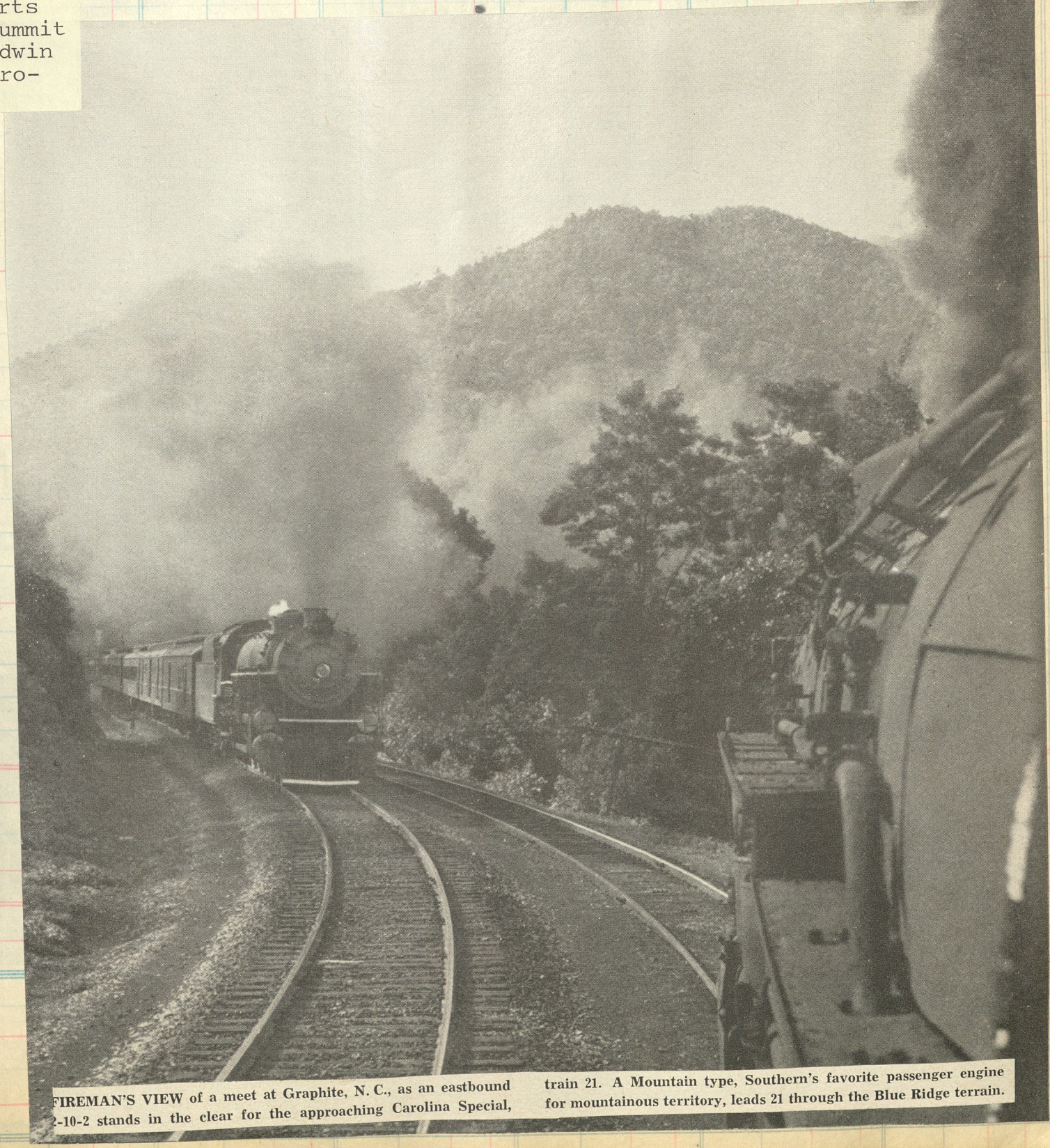
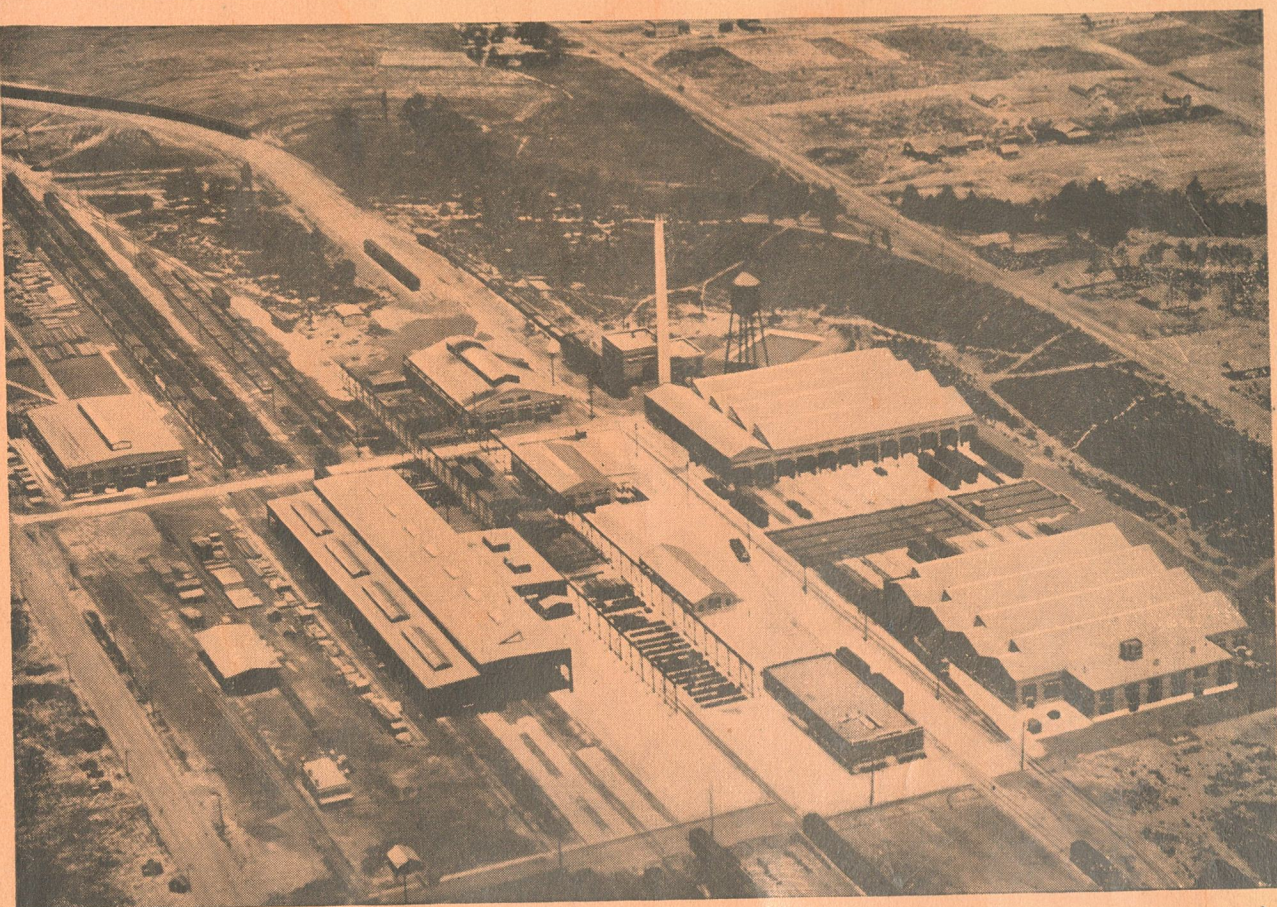


Fig. 108—U. S. R. A. Light 2-10-2-A (Santa Fe) Type Locomotive for Freight Service.
(See also Fig. 107)

Cylinders, diameter and stroke	27 in. x 32 in.	Driving wheel base	21 ft. 0 in.
Tractive force	69,400 lb.	Total engine wheel base	40 ft. 4 in.
Cylinder horsepower	2,624 hp.	Fuel	Soft coal
Drivers, diameter	57 in.	Grate area	76.3 sq. ft.
Weight on front truck	274,000 lb.	Steam pressure	200 lb.
Weight on trailing truck	23,000 lb.	Evaporative heating surface	4,666 sq. ft.
Weight on engine	54,000 lb.	Superheating surface	1,085 sq. ft.
Total weight of engine	352,000 lb.	Tender capacity	10,000 gal.—16 tons

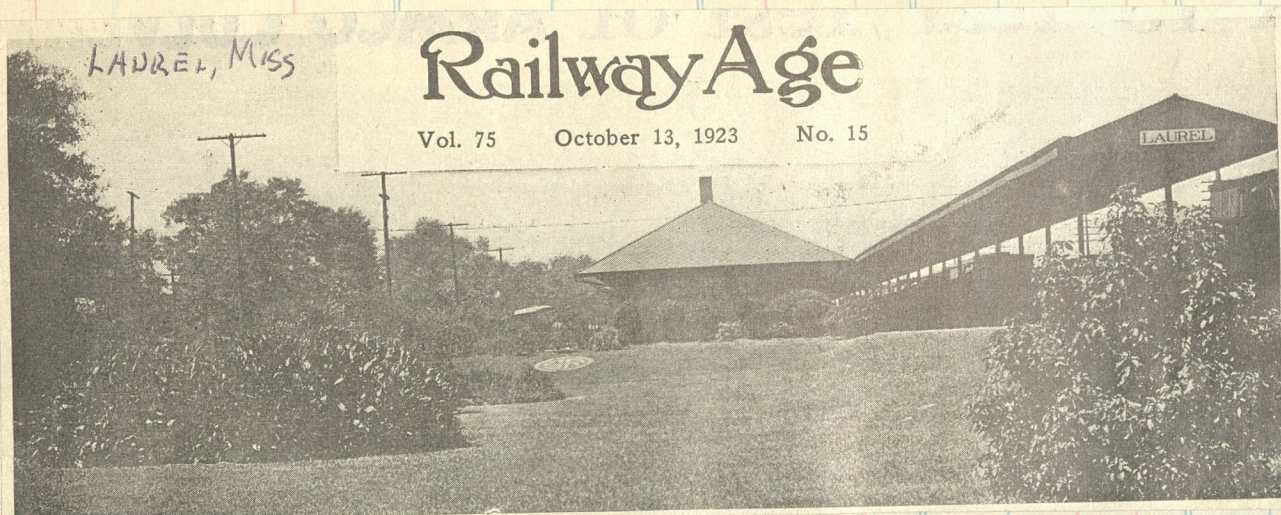


FIREMAN'S VIEW of a meet at Graphite, N. C., as an eastbound train 21. A Mountain type, Southern's favorite passenger engine for mountainous territory, leads 21 through the Blue Ridge terrain.



HAYNE SHOPS OF THE SOUTHERN RAILWAY COMPANY
SPARTANBURG, S. C.

(1925)



Charlie Harrington of Hattiesburg, Miss advised this was the
the N.O. & N.E. station built in 1912.

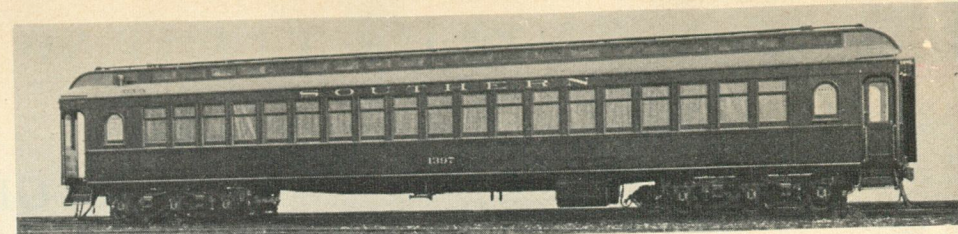


CHARLOTTE, NORTH CAROLINA

On the Southern's main line at Charlotte in the 1890s, two horse-drawn hotel omnibuses wait for debarking passengers from the train. The large brick station was evidently planned and built anticipating paving of the street.

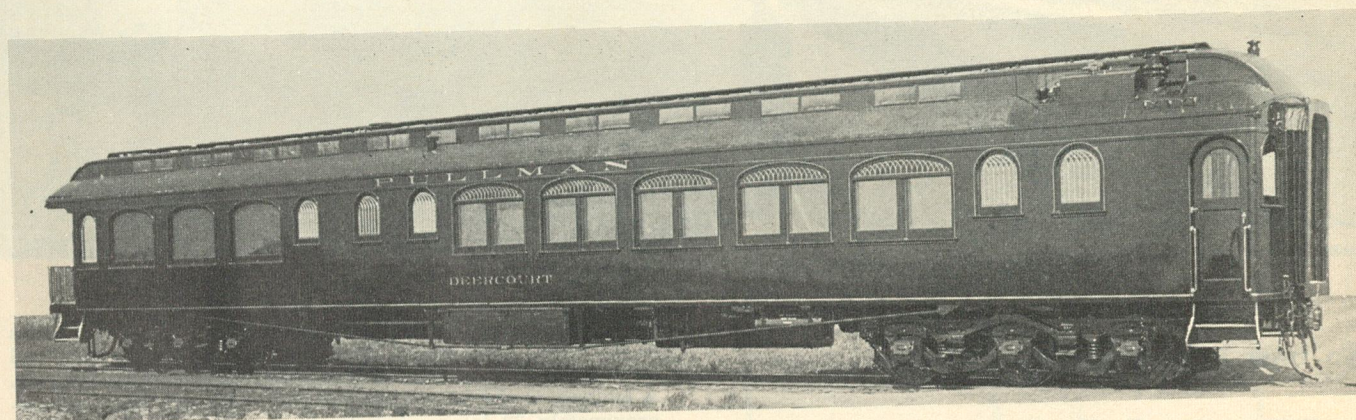
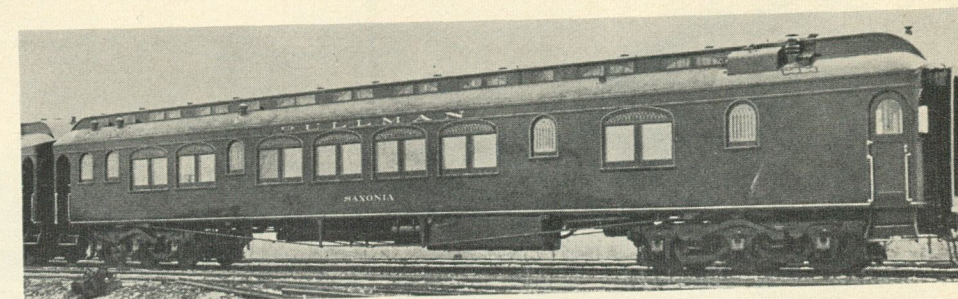
Southern

COACH 1397, delivered by Pullman in October 1909, was typical of such equipment that operated for brief periods on otherwise all-Pullman train. Vestibules had become full width but doors were still narrow.



Amount

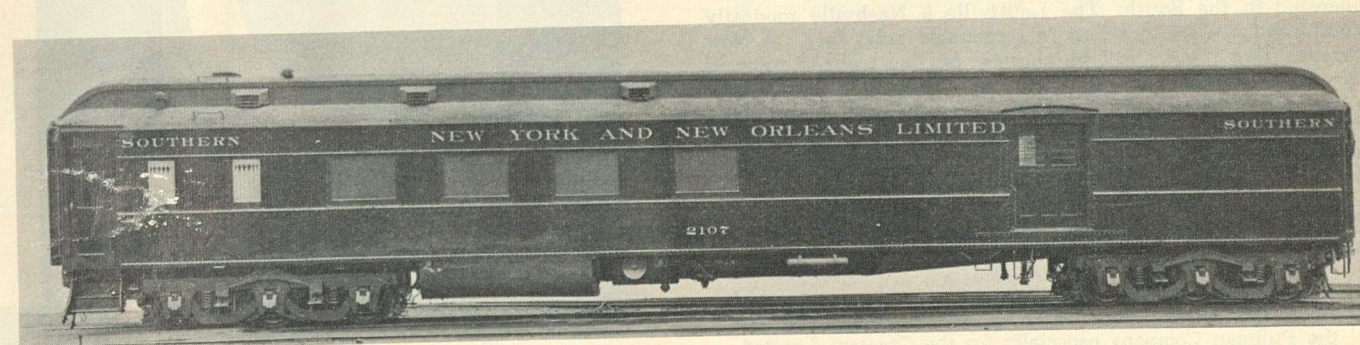
SAXONIA possessed a unique floor plan: 8 sections, 1 drawing room, 3 staterooms. Car operated during winter season between New York and Aiken, S. C., the Newport of the South, in consist of posh Palm Limited.



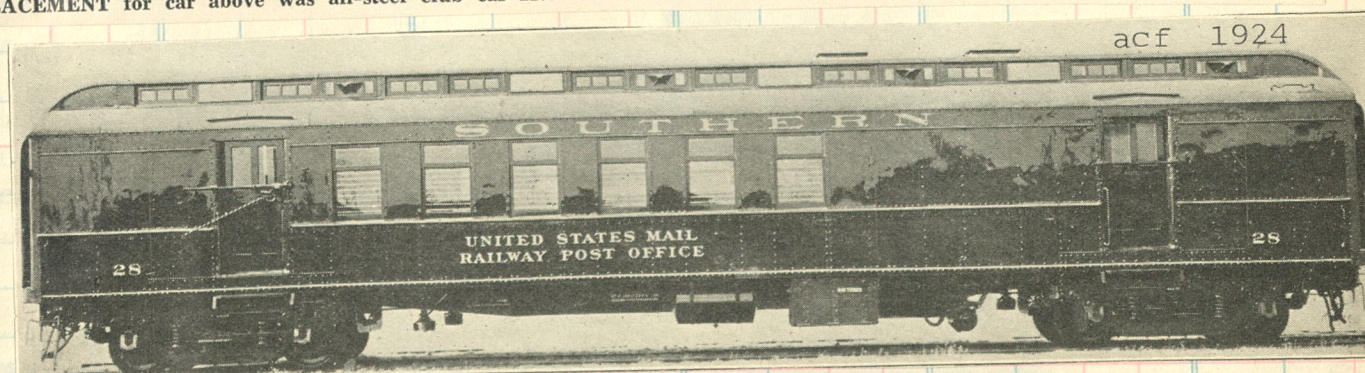
DEERCOURT of 1906 was a 10-section observation; sister cars in this series were named Greensboro, Manassas, and Spartanburg.



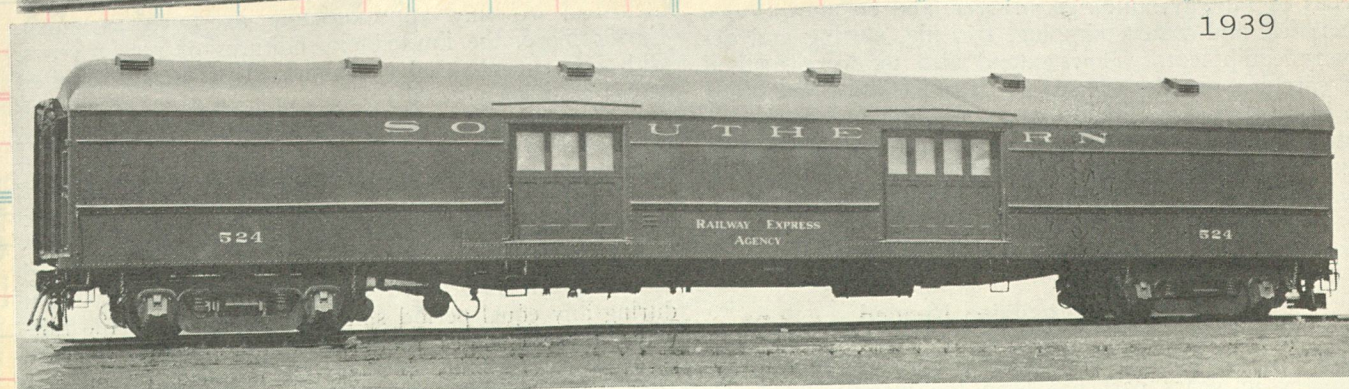
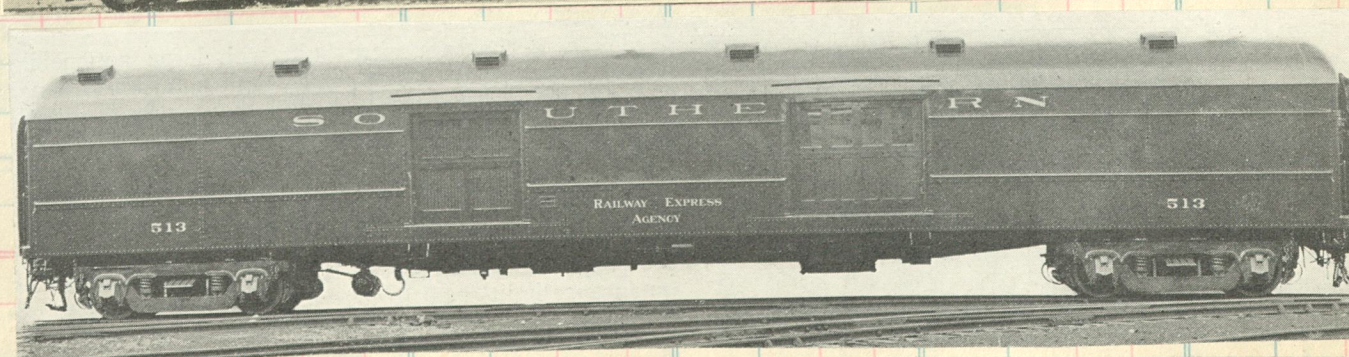
NO. 1454, an elegant example of a wooden club car, was built in 1910 for service on New York, Atlanta & New Orleans Limited.



REPLACEMENT for car above was all-steel club car 2107 built in 1917. Car weighed 132,500 pounds, was 70 feet long over-all.



acf 1924



1939

Baggage-Express Car for the Southern. Light Weight 115,000 Lb. Length of Body End Posts, 70 Ft. 9 In. Builder, Bethlehem Steel Co.

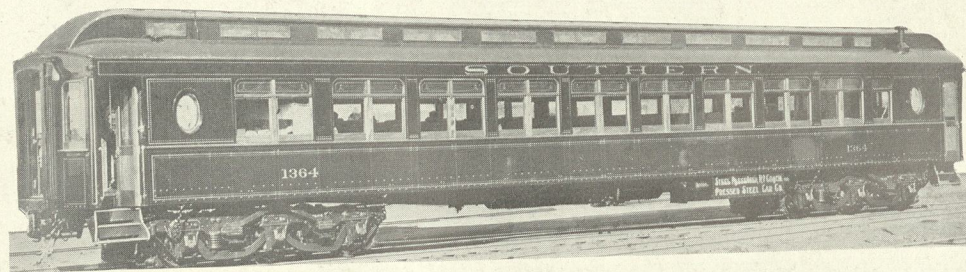
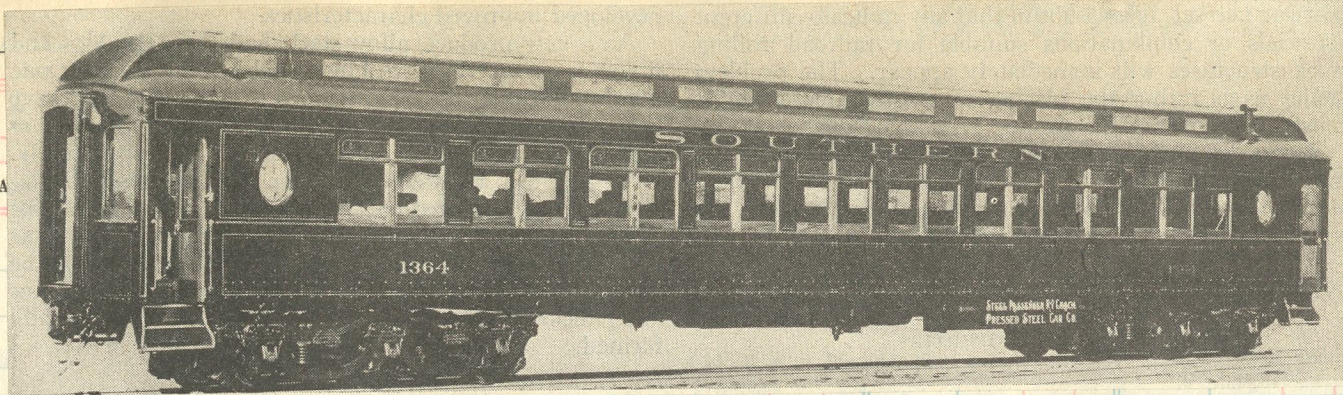
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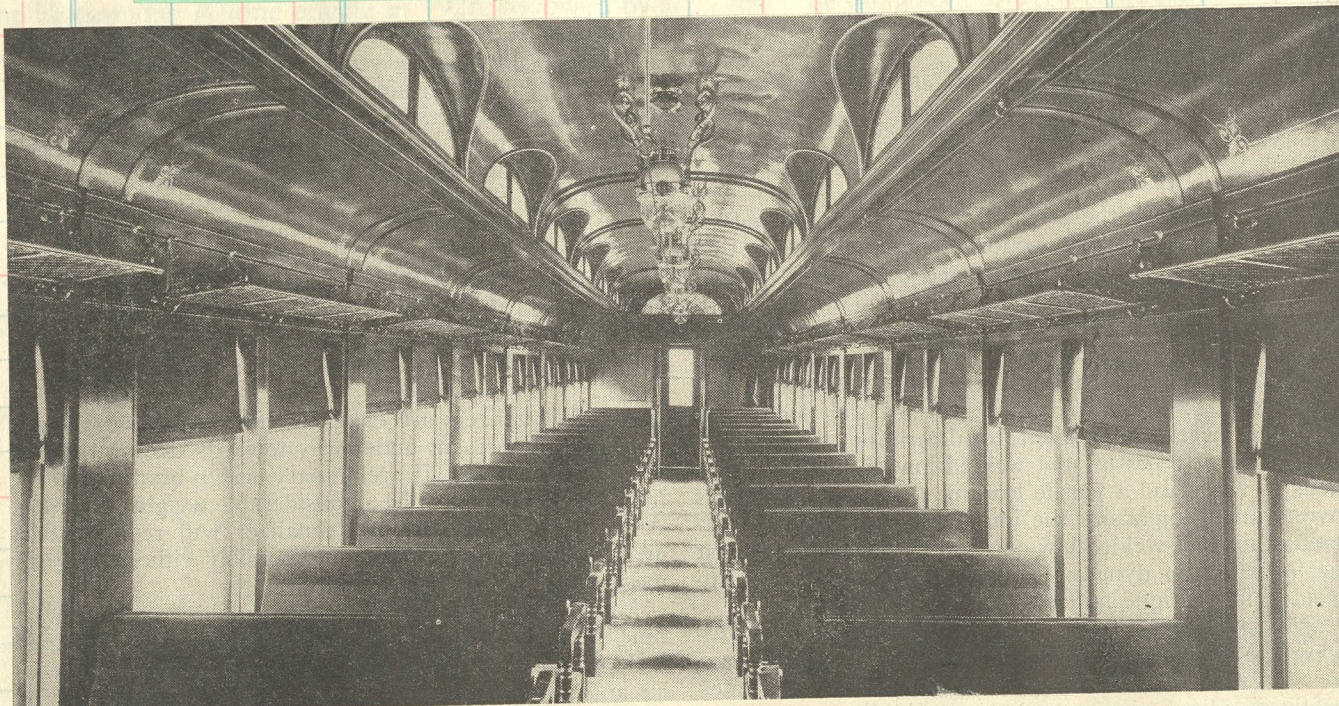
60

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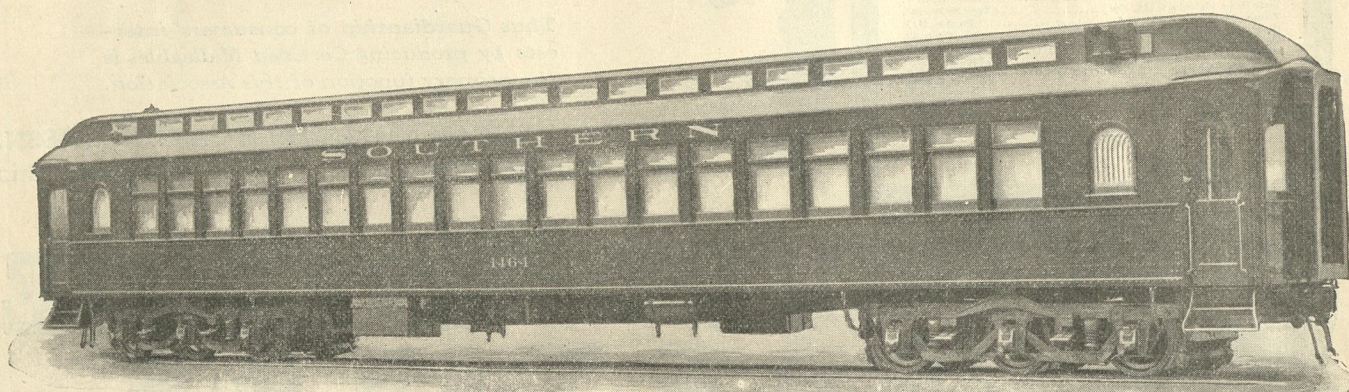


*First all-steel passenger car was built
by the Pressed Steel Car Company for
the Southern Railway in August, 1906.

Remained in service until 1953



Interior of the 1906 Southern Coach



#1464

Blt by Bethlehem 1912



OKM

#1464

SELLER
DATE
FORM DESTINATION Amt. Com. No.

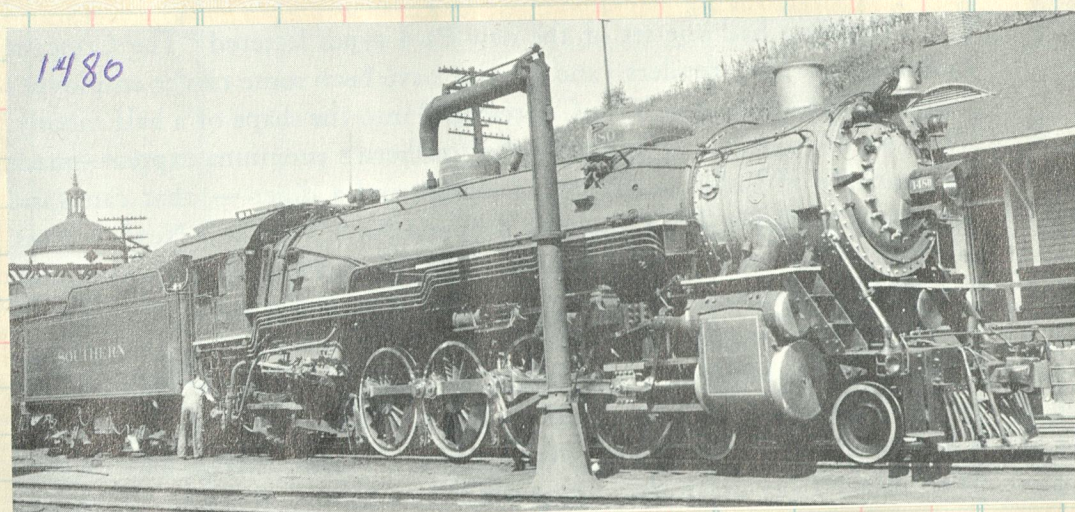
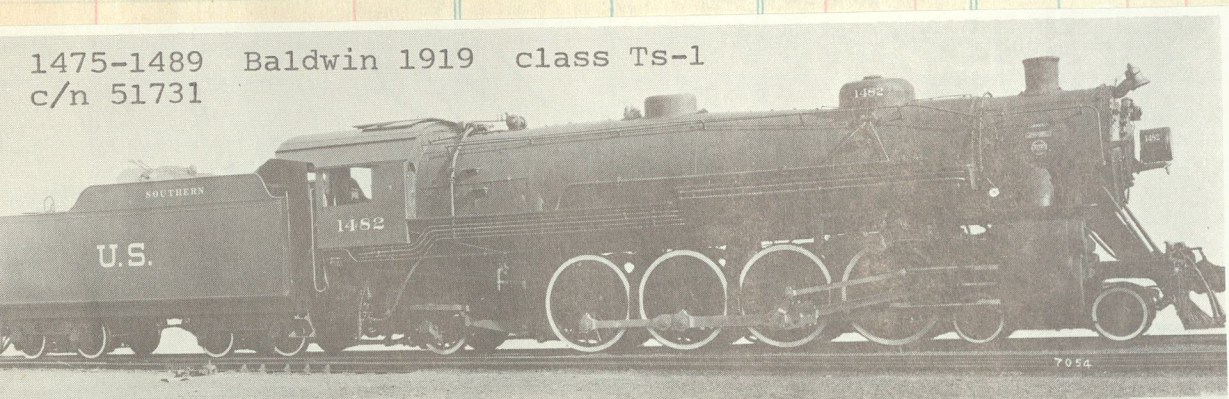
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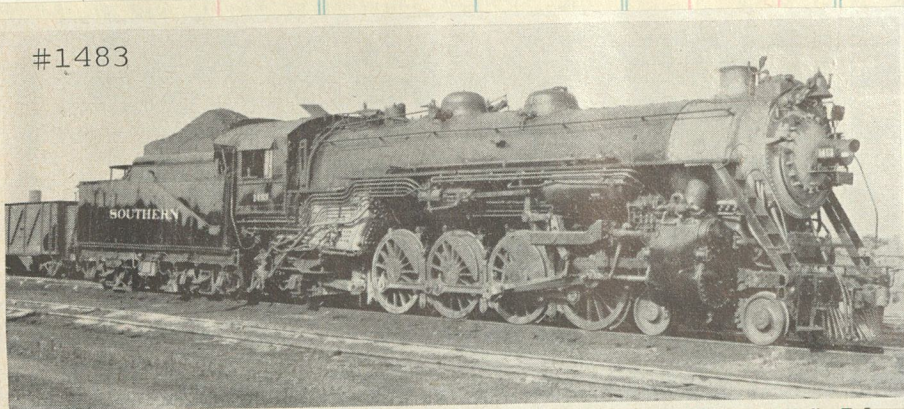
The 1477 strides across the Broad French River approaching Ashville with Trn #11.

75 assigned CNO&TP #6499
84 " AGS #6692
88 " AGS #6693
89 " AGS #6694

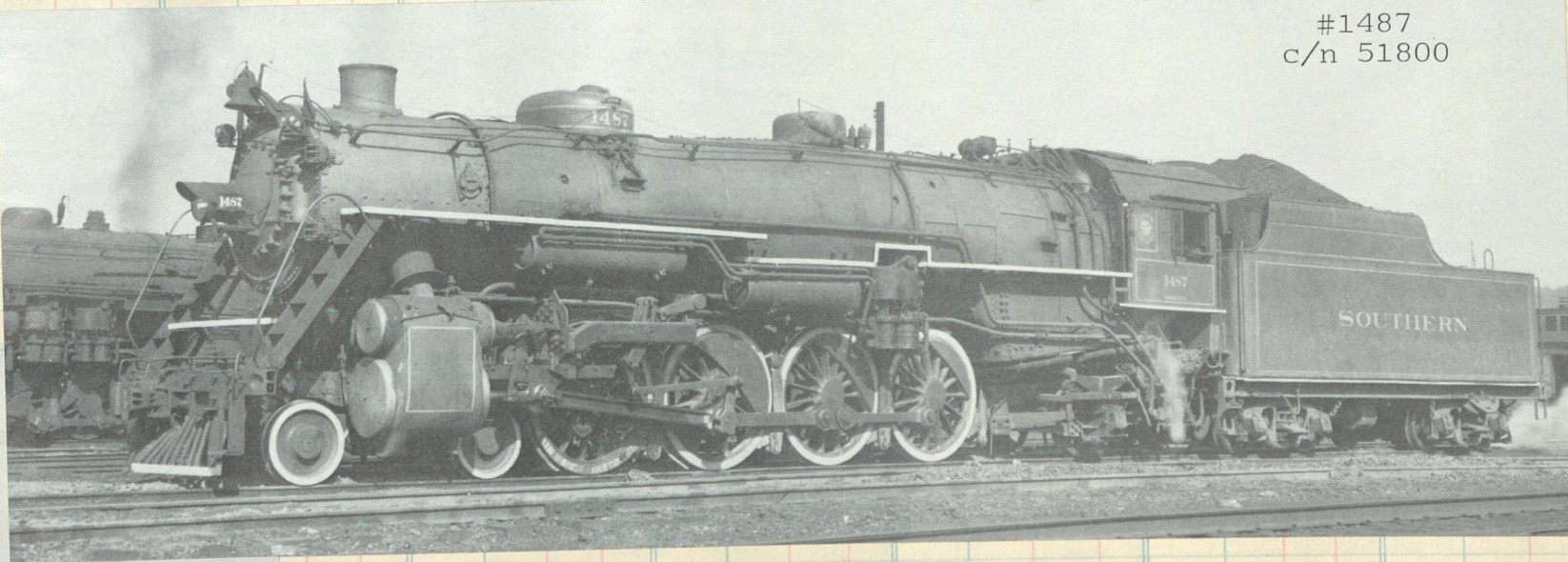
1475-1489 Baldwin 1919 class Ts-1
c/n 51731



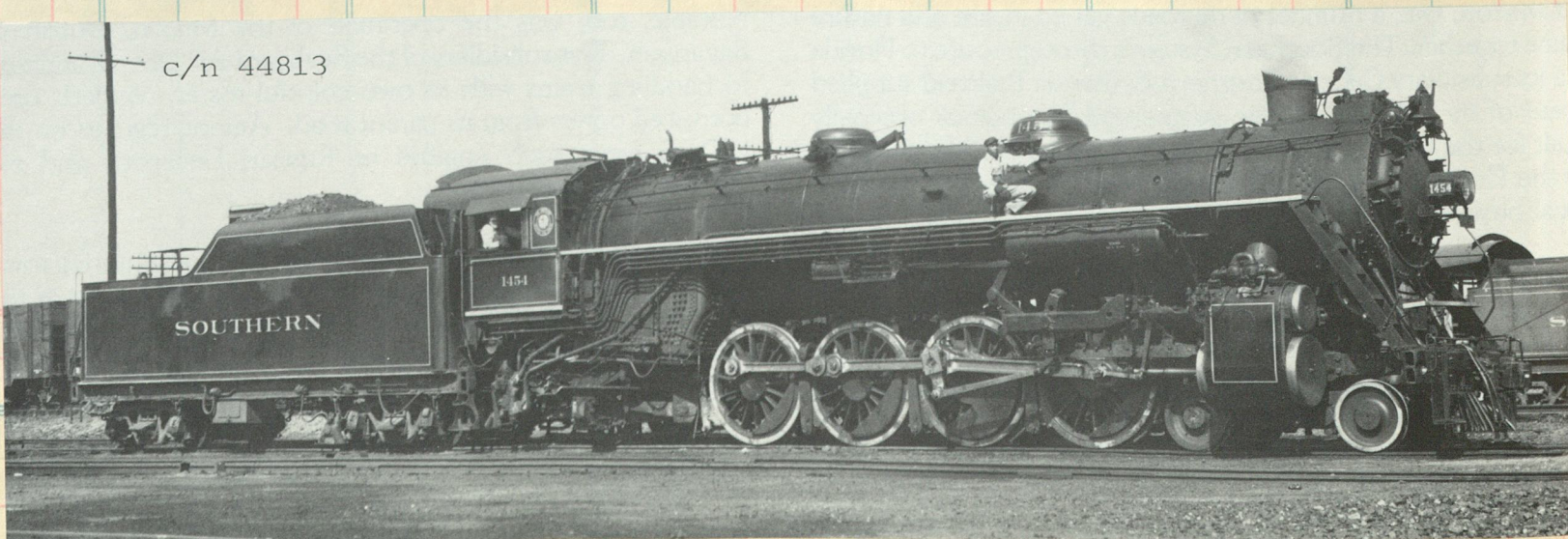
#1483



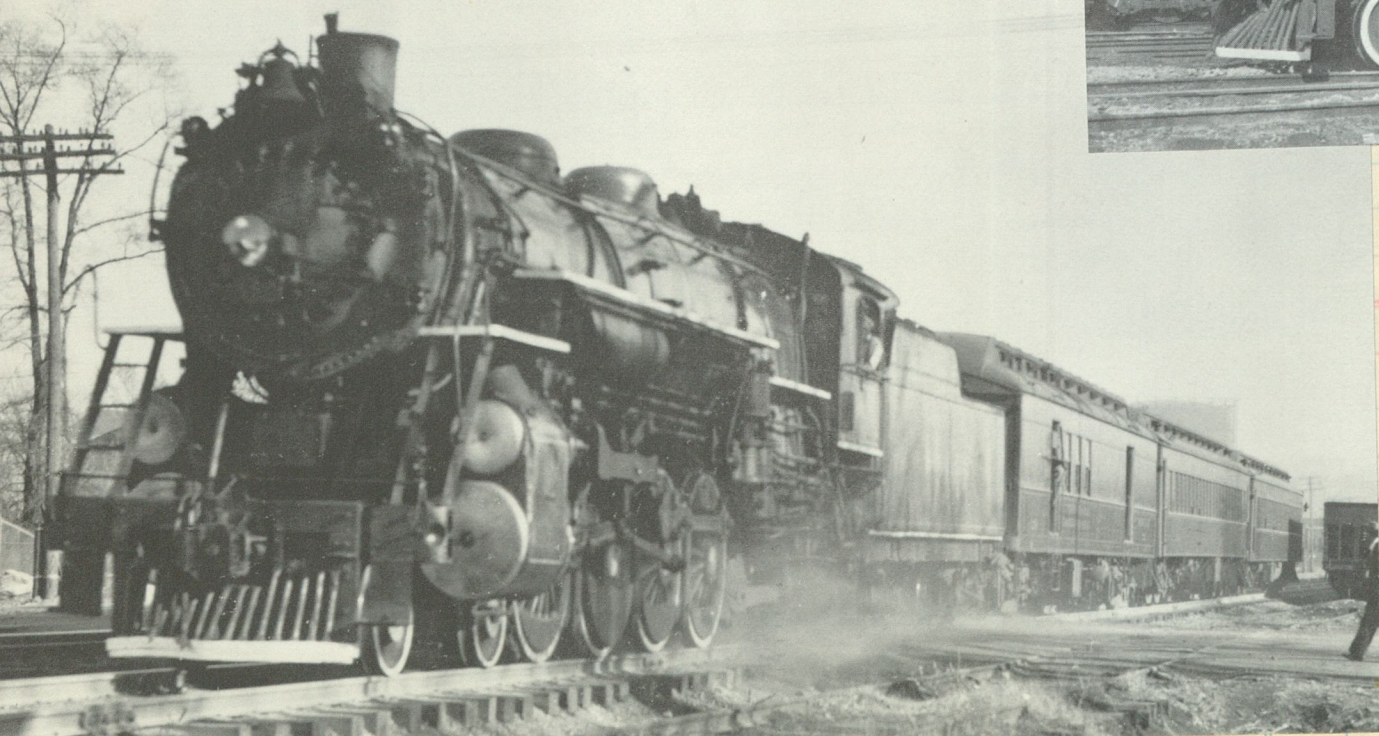
#1487
c/n 51800



c/n 44813



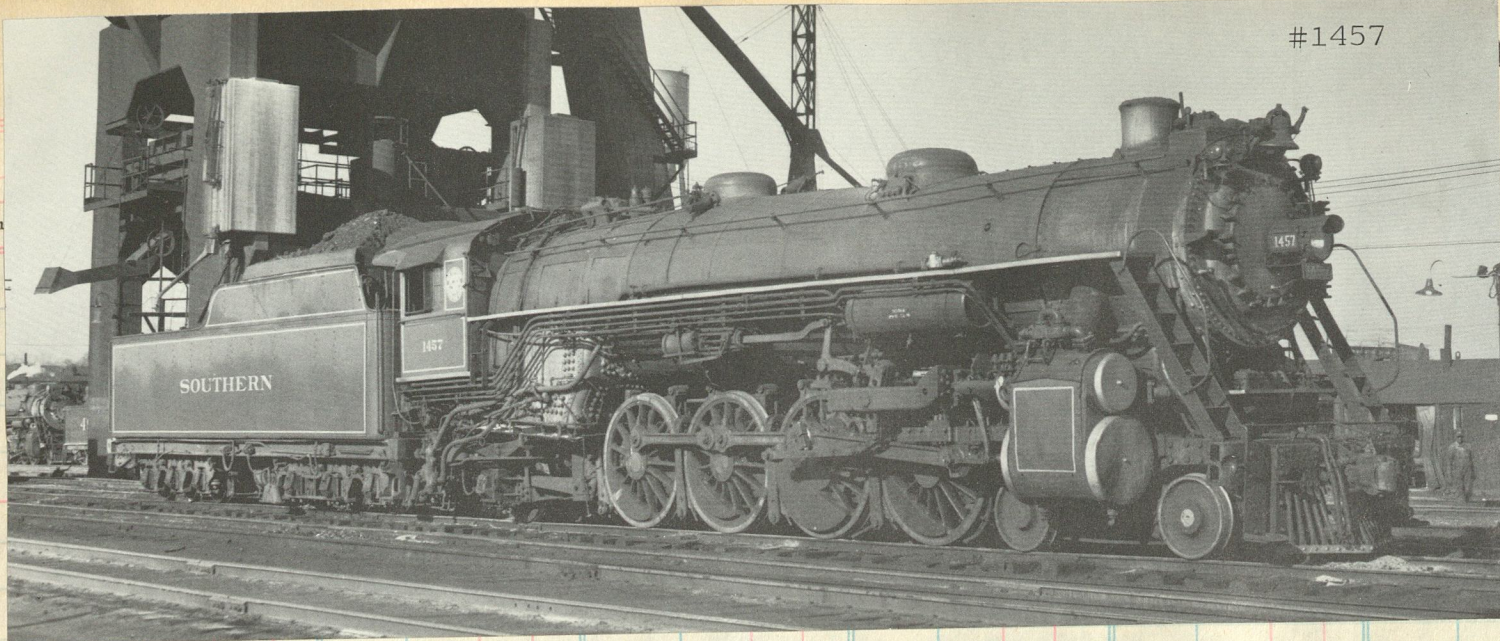
Little effort is required of the 1462 as she snaps a three car local out of North Birmingham on a 120 mile run to Columbus, Miss.



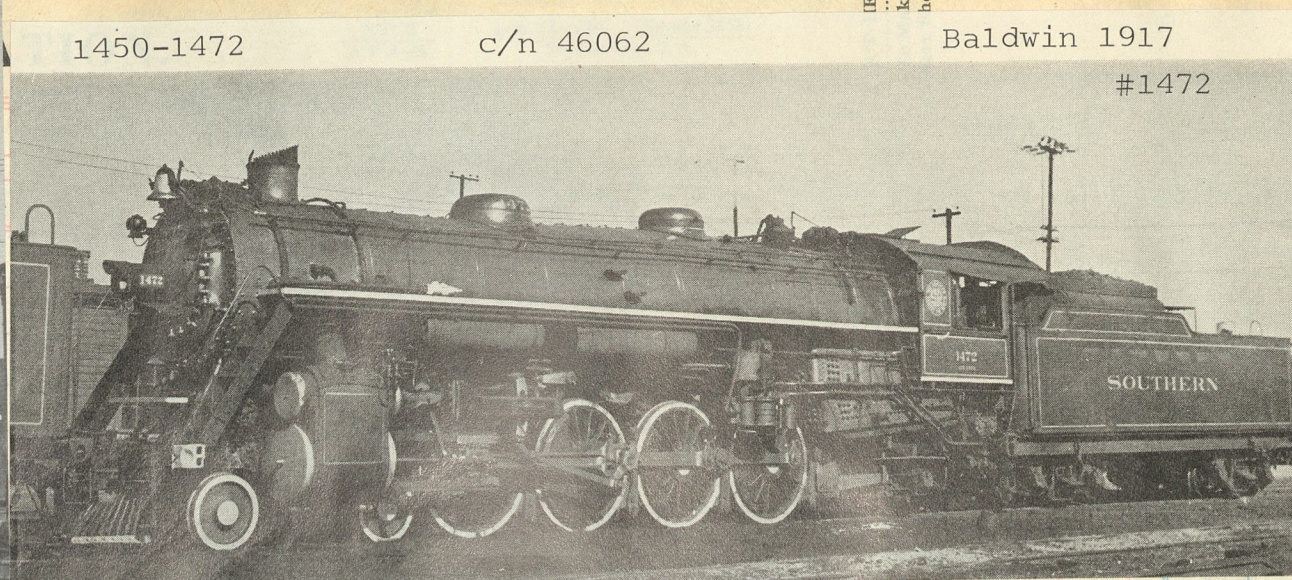
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62



#1457



1450-1472

c/n 46062

Baldwin 1917

#1472

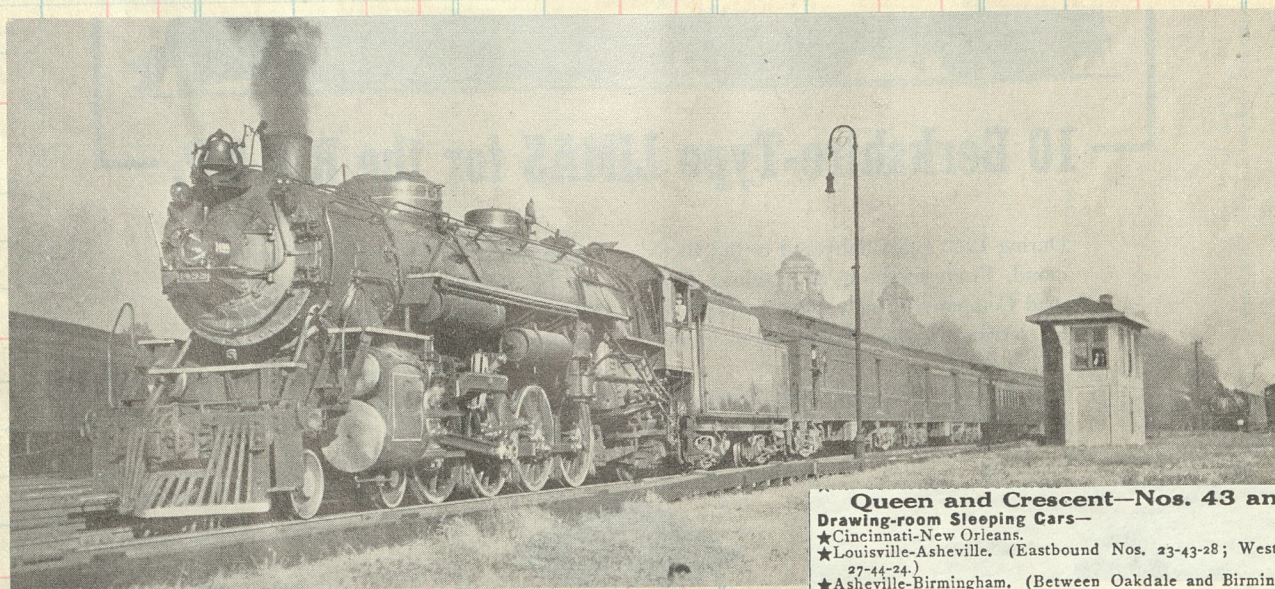
Amount



The final group of 4-8-2's was ten engines noed 1490-1499 delivered by Richmond in 1919. Four of this set transferred to the CNO&TP viz: nos 1495-1498 to the CNO&TP 6495-6498. #1490 c/n 59800.

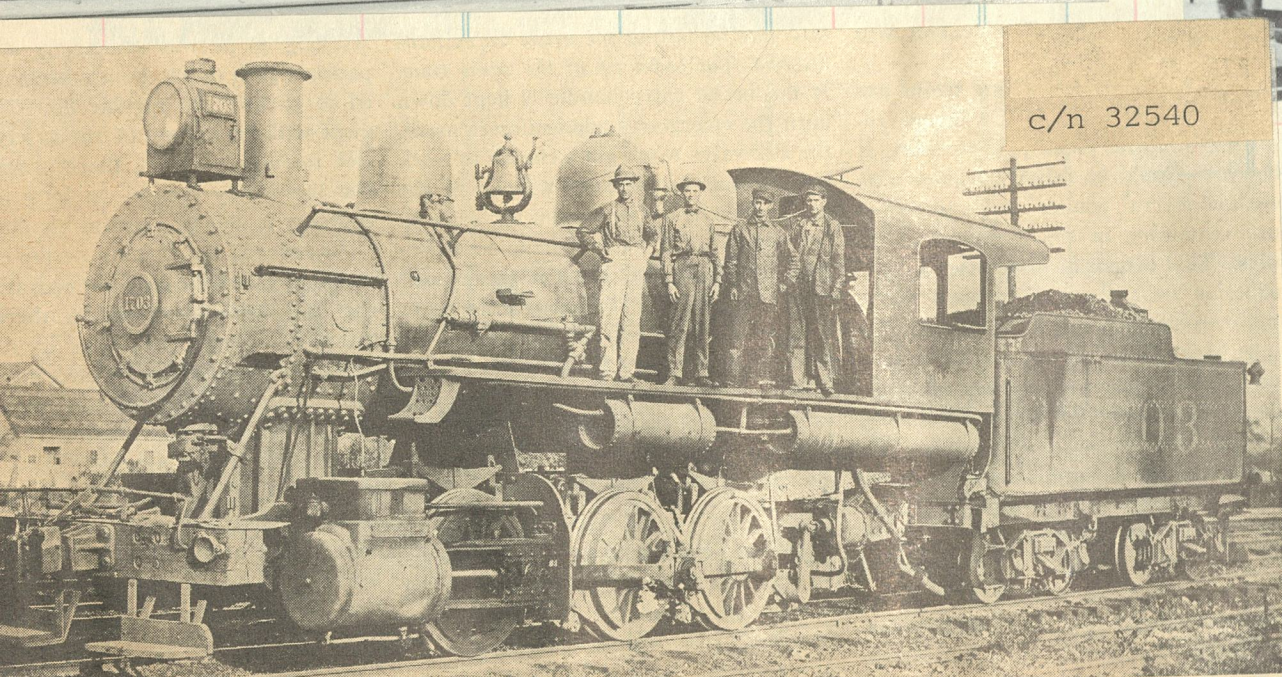
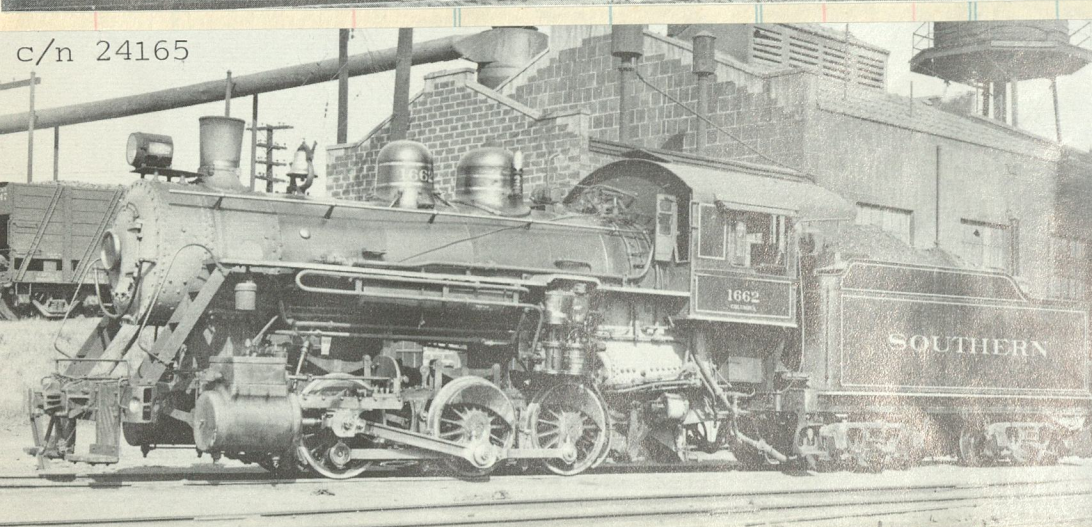
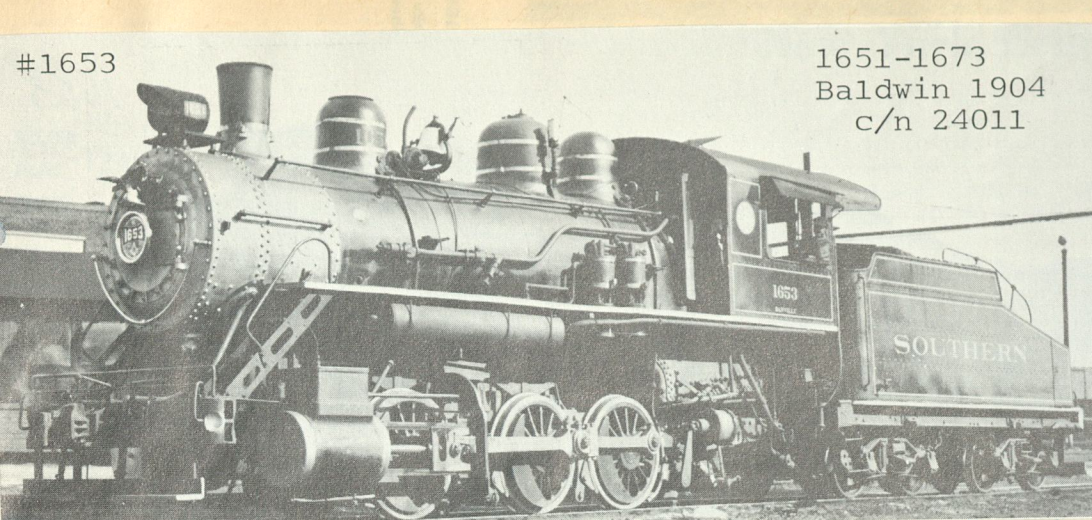


Trn #15 accelerates out of Asheville with #1493 in command.

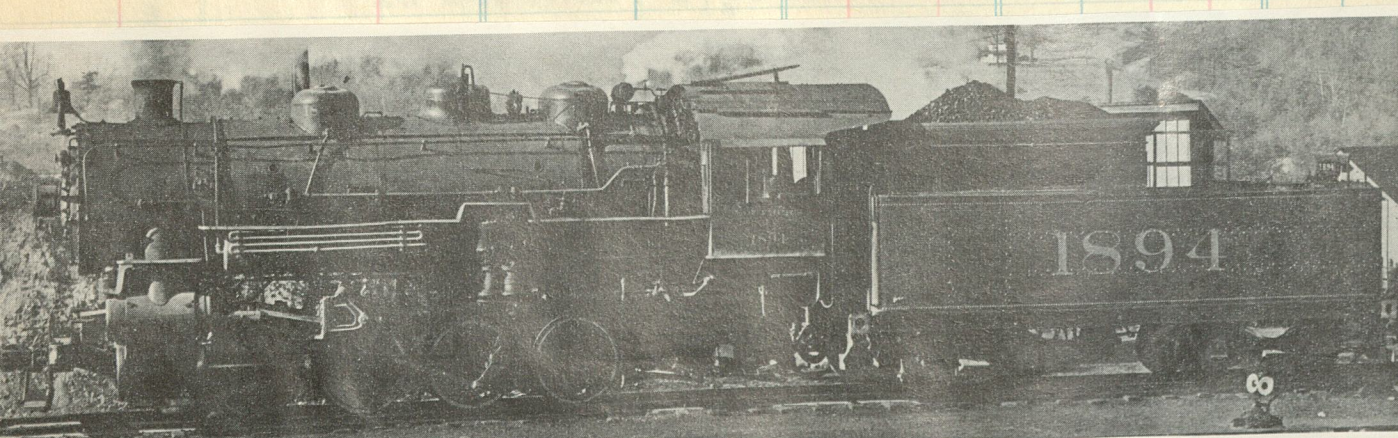


Queen and Crescent—Nos. 43 and 44
Drawing-room Sleeping Cars—
★ Cincinnati-New Orleans.
★ Louisville-Asheville. (Eastbound Nos. 23-43-28; Westbound Nos. 27-44-24.)
★ Asheville-Birmingham. (Between Oakdale and Birmingham; Nos. 27 and 28 east of Oakdale.)
★ Dining Car Service (see page 484). ★ Air-conditioned Coaches.

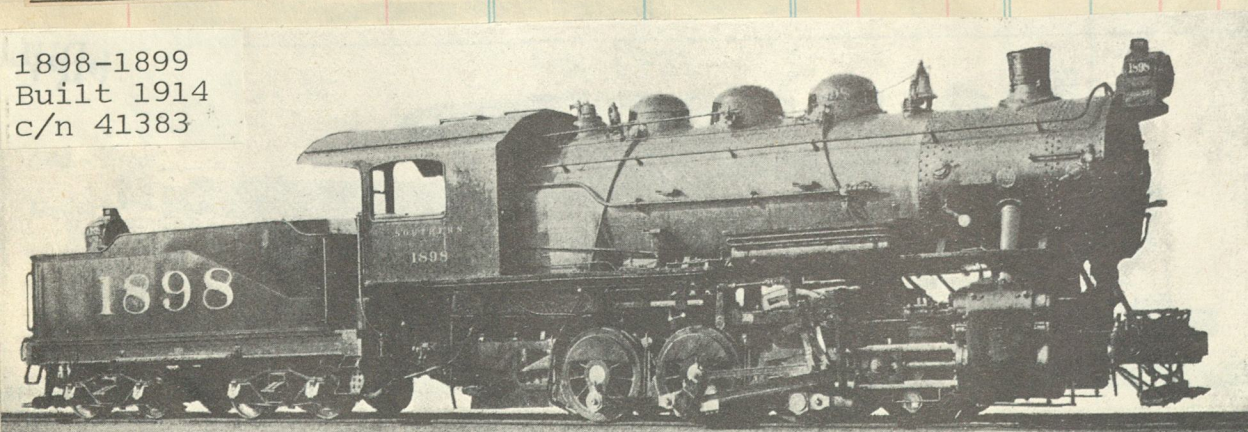
Eng 1499 departing Birmingham with Trn #43 on a 355 mile run to New Orleans over the AGS and NO&NE.



The #1703 was working Terminal Station, Birmingham, in 1909

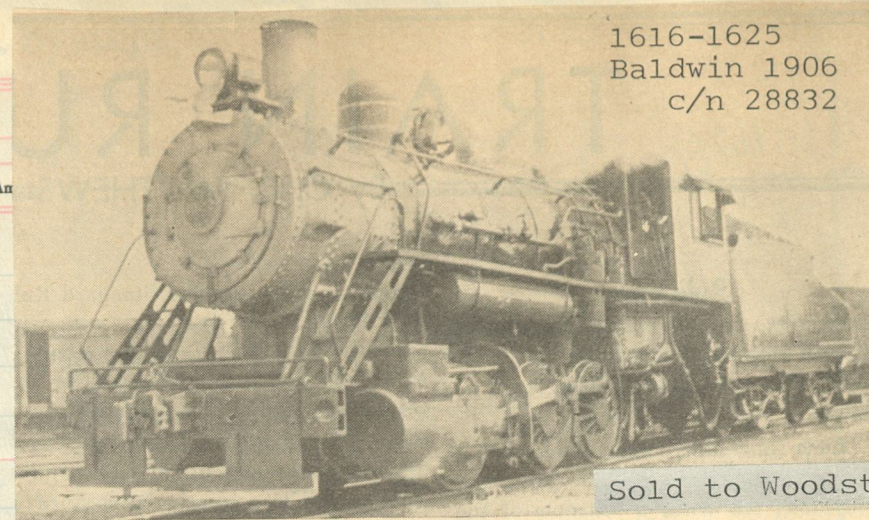


1881-1897 c/n 601265 Brooks 1918



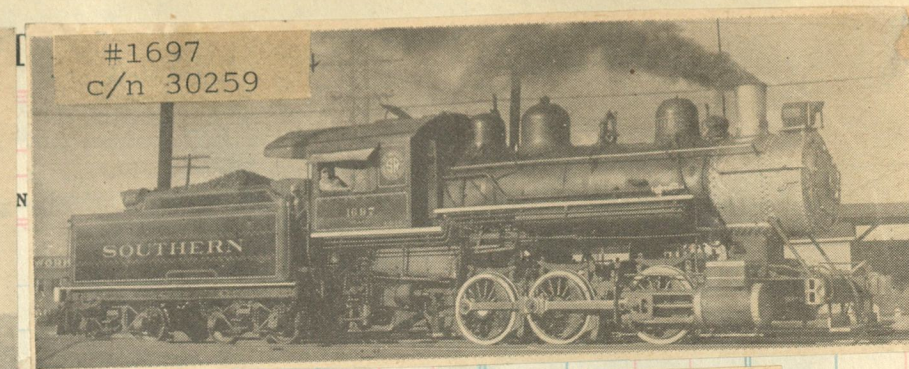
1898-1899
Built 1914
c/n 41383

Fig. 17—Eight-Wheel (0-8-0) Switcher. Built for the Southern Railway by the Baldwin Locomotive Works. Cylinders, 24 in. x 28 in. Steam Pressure, 185 lbs. Diameter of Drivers, 51 in. Tractive Effort, 49,800 lbs. Heating Surface—Tubes, 2,284 sq. ft.; Firebox, 159 sq. ft.; Total, 2,443 sq. ft.; Superheater Surface, 533 sq. ft. Grate Area, 41.7 sq. ft. Rigid Wheel Base, 15 ft. Total Weight of Engine, 208,700 lbs. Fuel, Soft Coal.



1616-1625
Baldwin 1906
c/n 28832

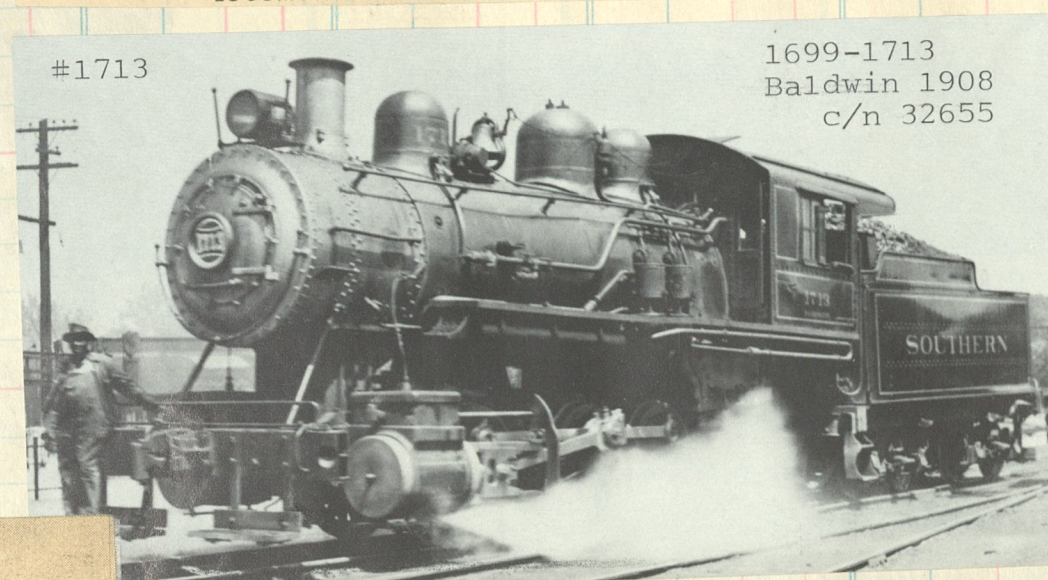
LOCOMOTIVE 1622 OF SOUTHERN RAILWAY



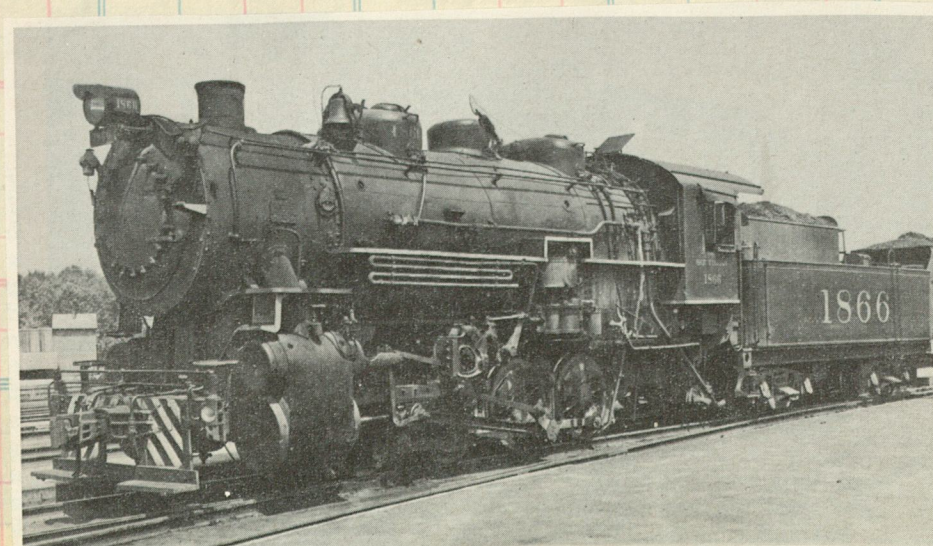
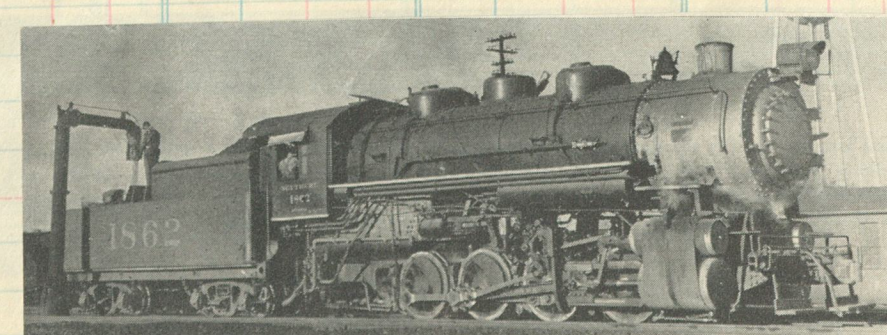
#1697
c/n 30259

1674-1698 Pittsburgh 1904

Sold to Woodstock Slag Co.



#1713
1699-1713
Baldwin 1908
c/n 32655

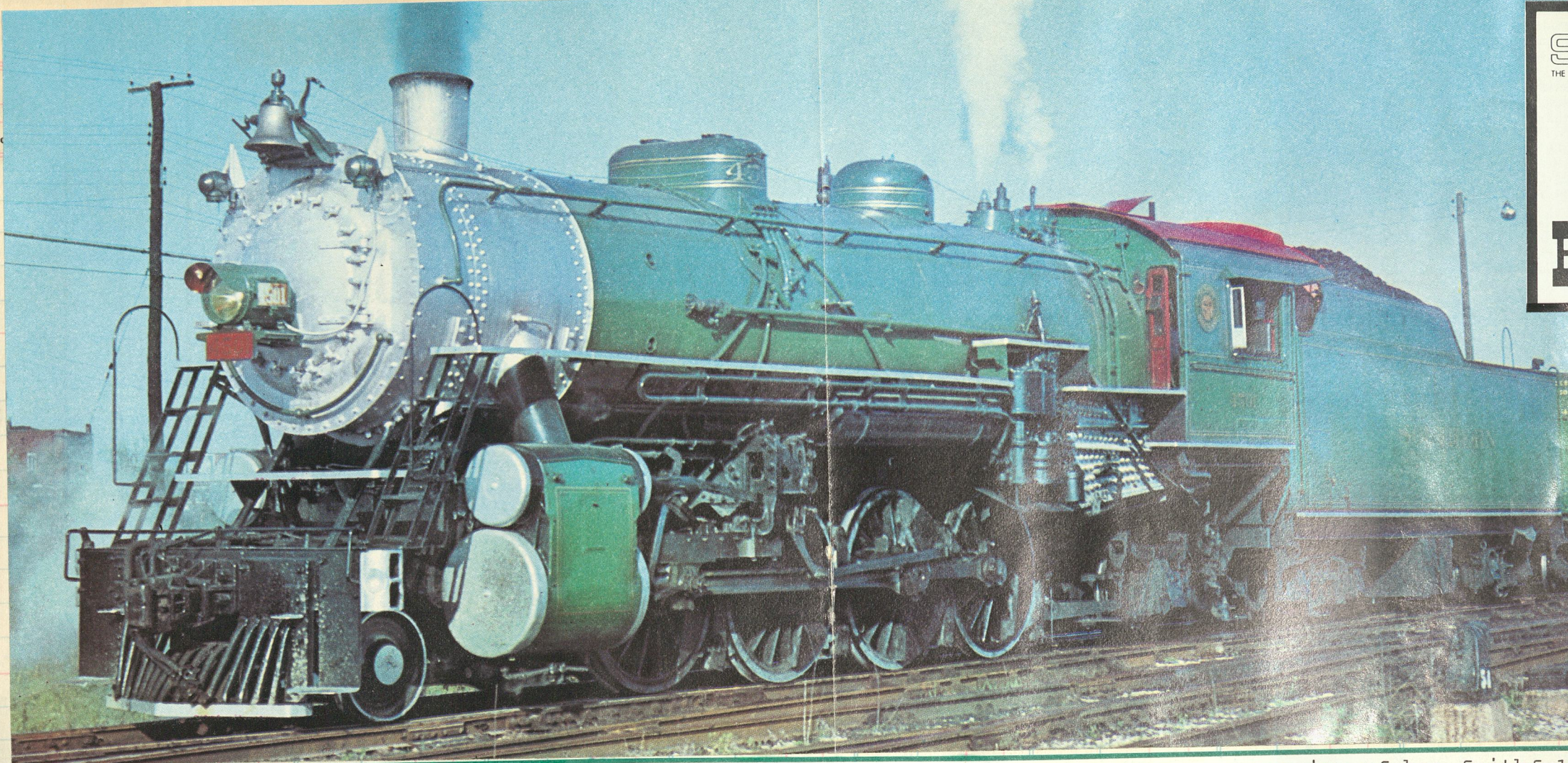


1851-1880 c/n 65695 Richmond 1924

STEAM RETURNS

Sold Amount

64



Maintaining the pride of her heritage the 4501 stands ready at Chattanooga to take an excursion of her faithful to Huntsville in 1972. She was the first Mike on the Southern, part of order for thirty three engines delivered (c/n 37085) by Baldwin in 1911. By 1928 over 400 2-8-2's followed the 4501 on to the Southern roster.

Three engines of the Southern now operated by the Tennessee Valley Railroad Museum.



Bessemer, Ala. Nov 1984



1991

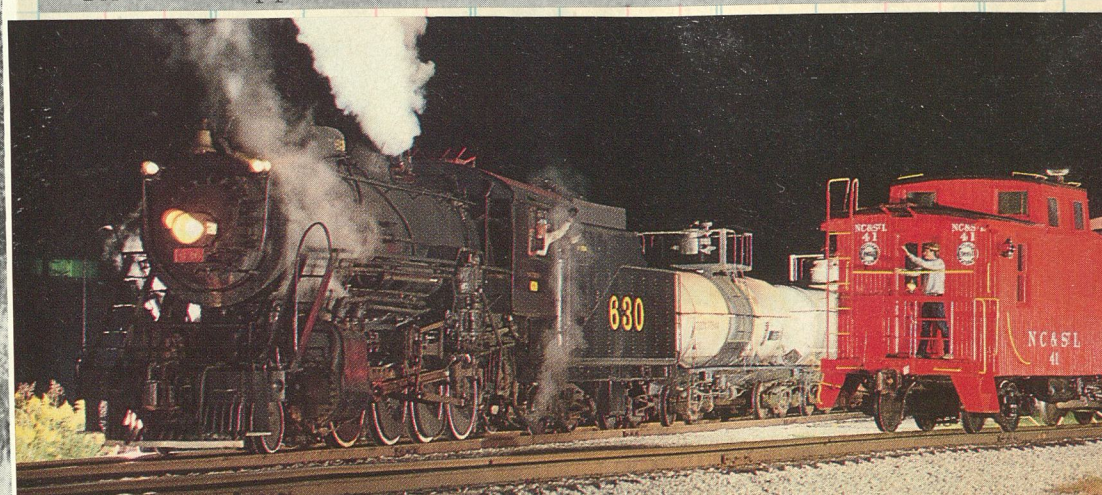


Southern Railway

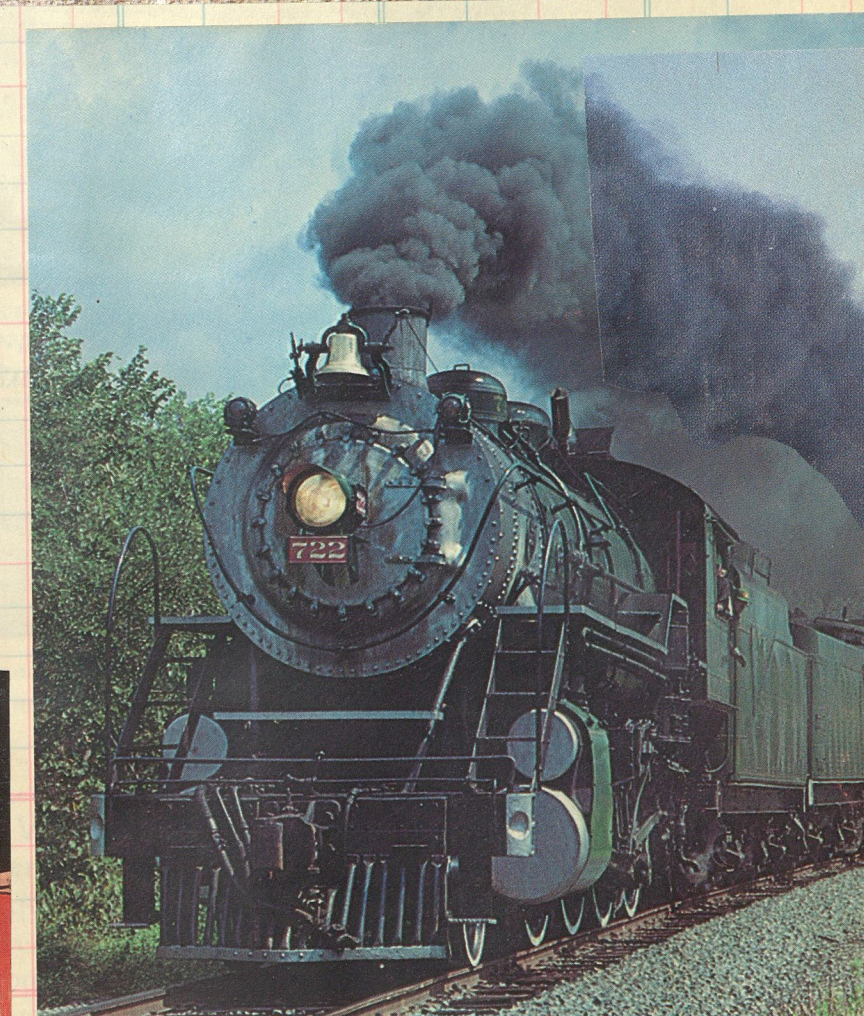
The 630 and her train make an appealing picture in the South Carolina woods. Would you believe April 21, 1968?



The 722 approaches Warrenton, Va. March 11, 1979



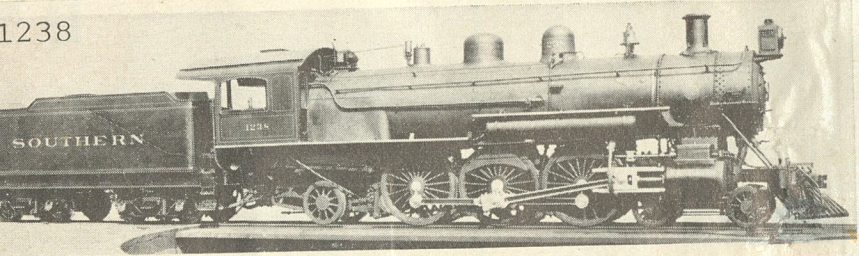
The 630 was blt by Richmond 1903 c/n 28446. For a time worked as E.T. & W.N.C. #207. Above print was taken in 1989.



Baldwin blt the 722 in 1904 c/n 24729. Also served on the E.T. & W.N.C. as #208



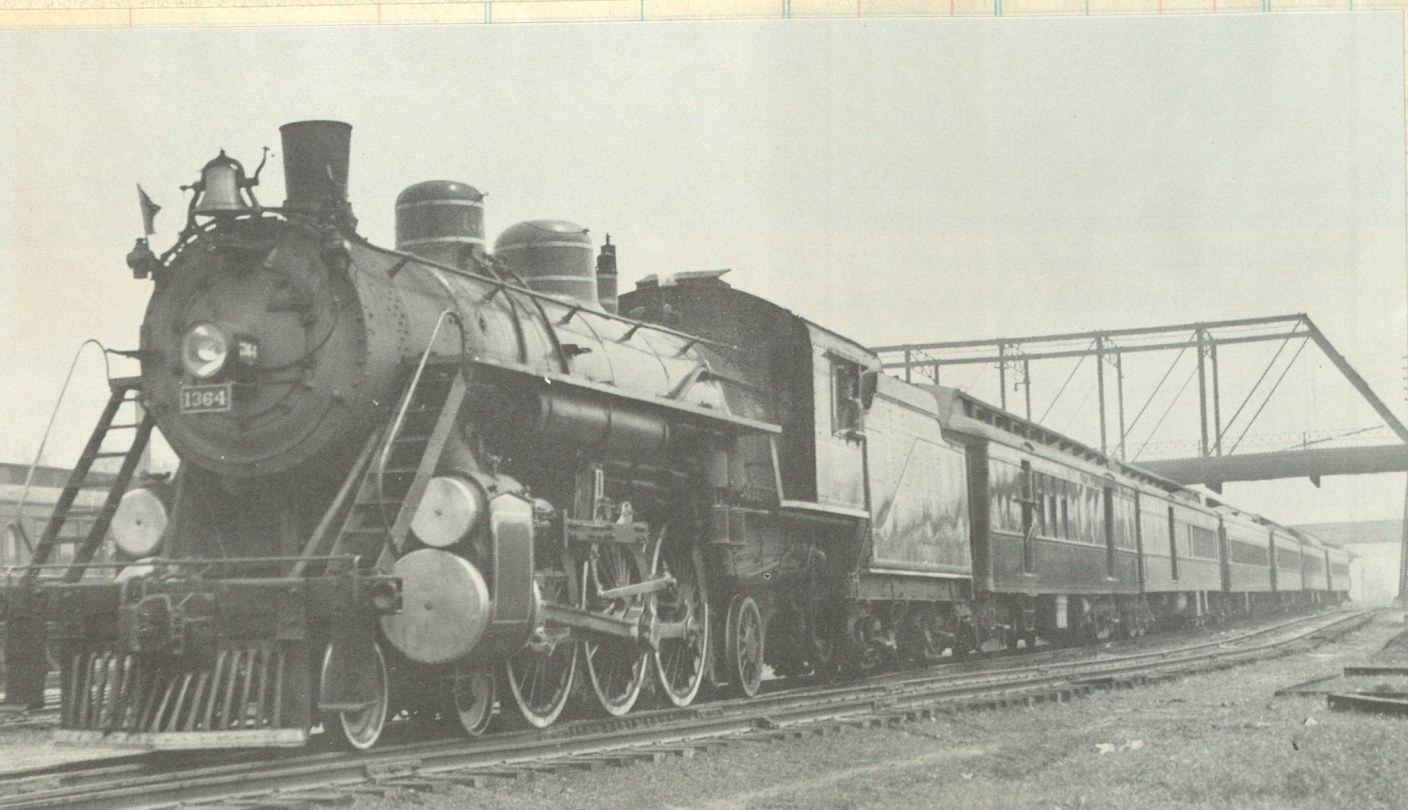
od men gone to glory: An arch bar strap from a car on No. 38 caught on and spread switch near Sadler, N. C., June 6, 1914. Next train by, No. 29
umped the track. Pacific No. 1207 carried Engineer John Wingate and Fireman Red Pickard to their deaths; only four others were injured here



1236-1240
Baldwin 1906
c/n 27598

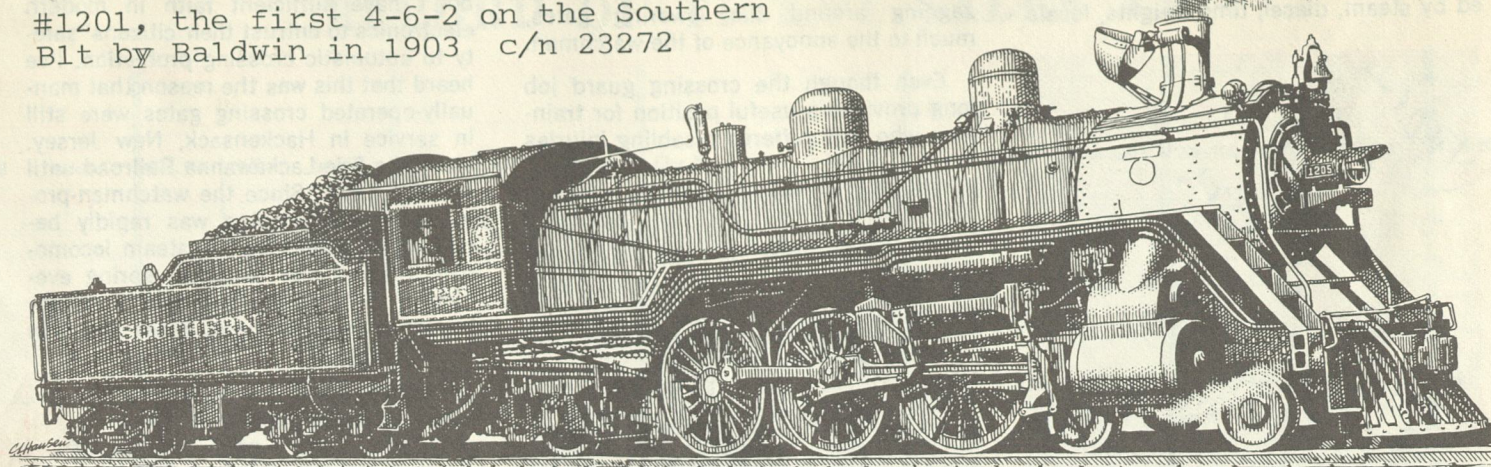


The 1312 appears to be happy with her assignment
s she chuckles along with Trn #11, a Charleston
o Columbia local. [1312-1324 c/n 35507 BLW 1910]



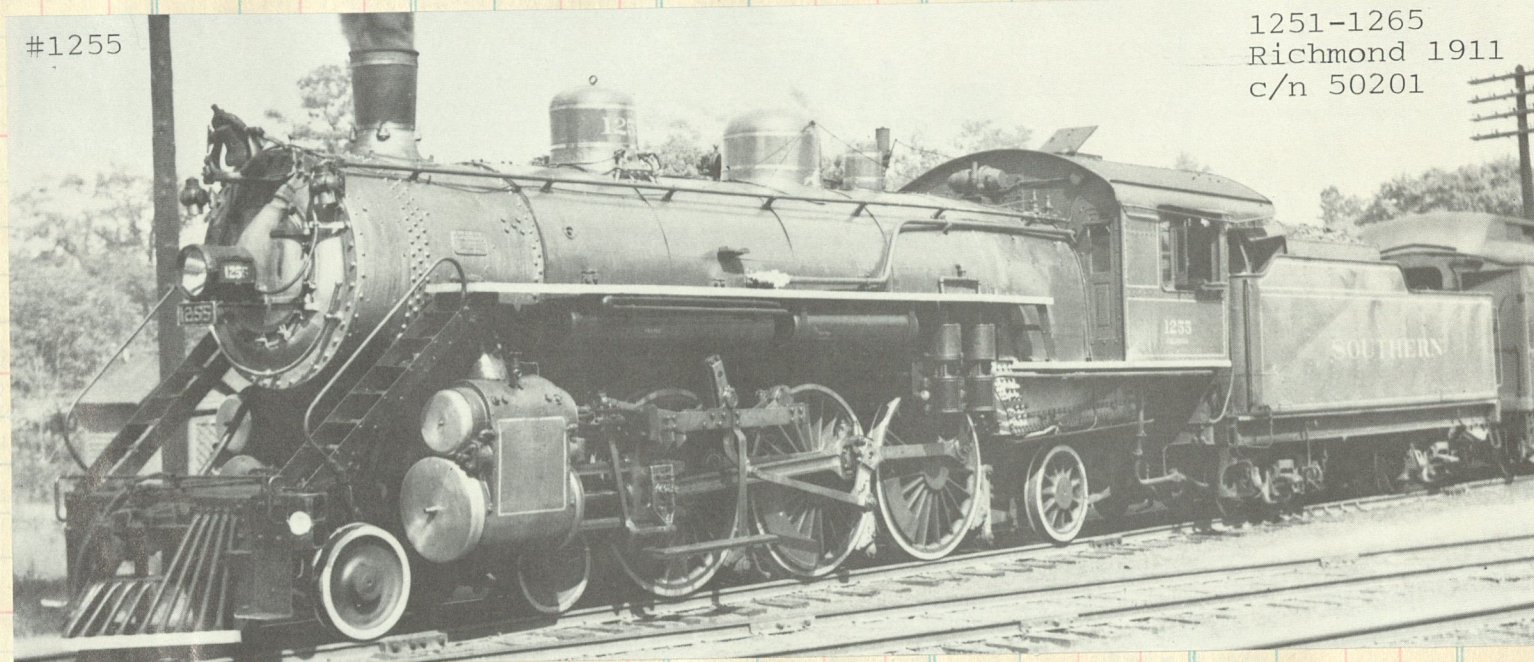
e of the six former Ga.Sou.& Fla. (500-505) Pacifics that came over to
Southern in 1913. Renoed Sou 1360-1365. The 1364 leads the 1st section
of Trn #27 out of Columbia.

#1201, the first 4-6-2 on the Southern
Blt by Baldwin in 1903 c/n 23272

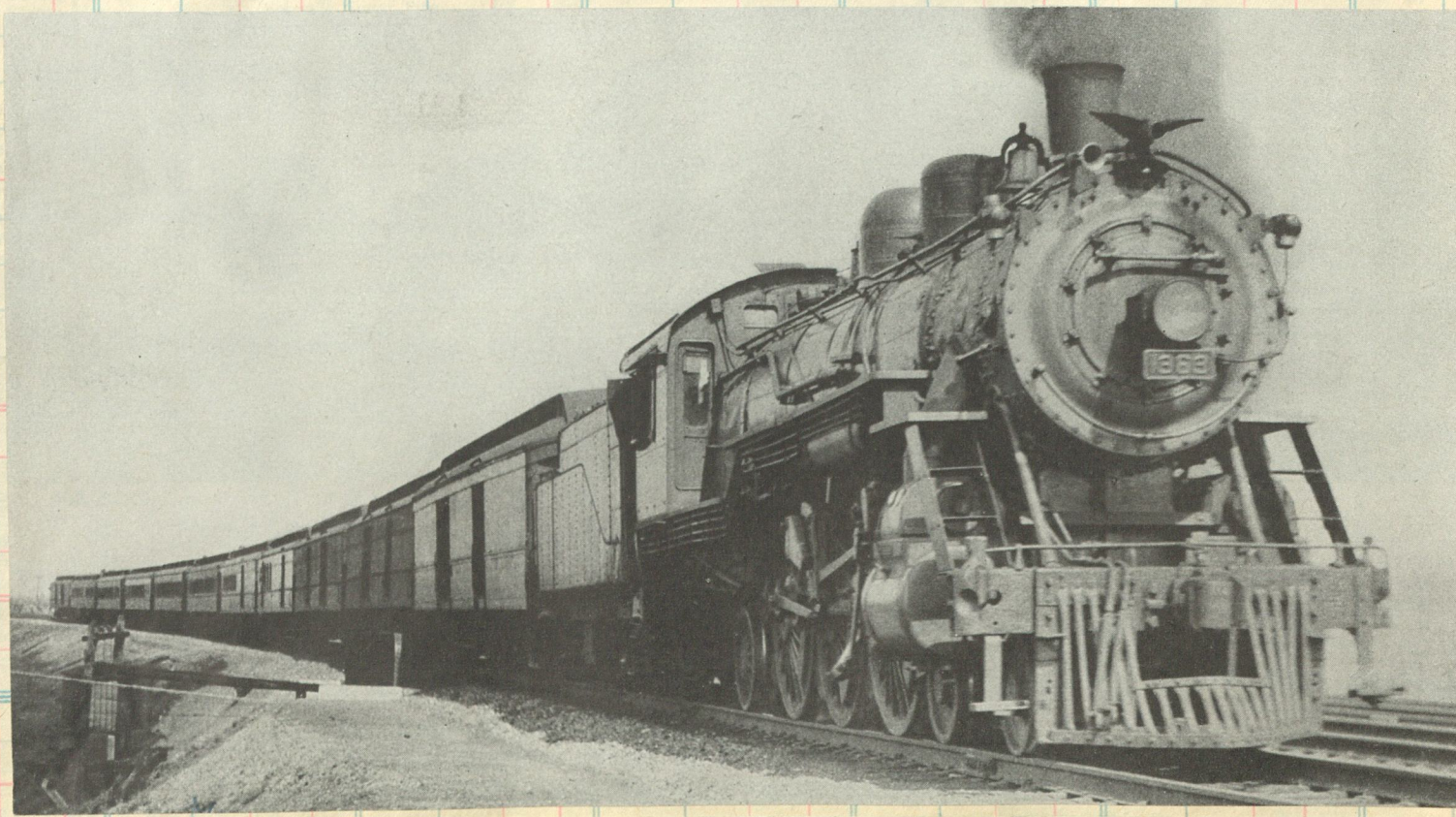
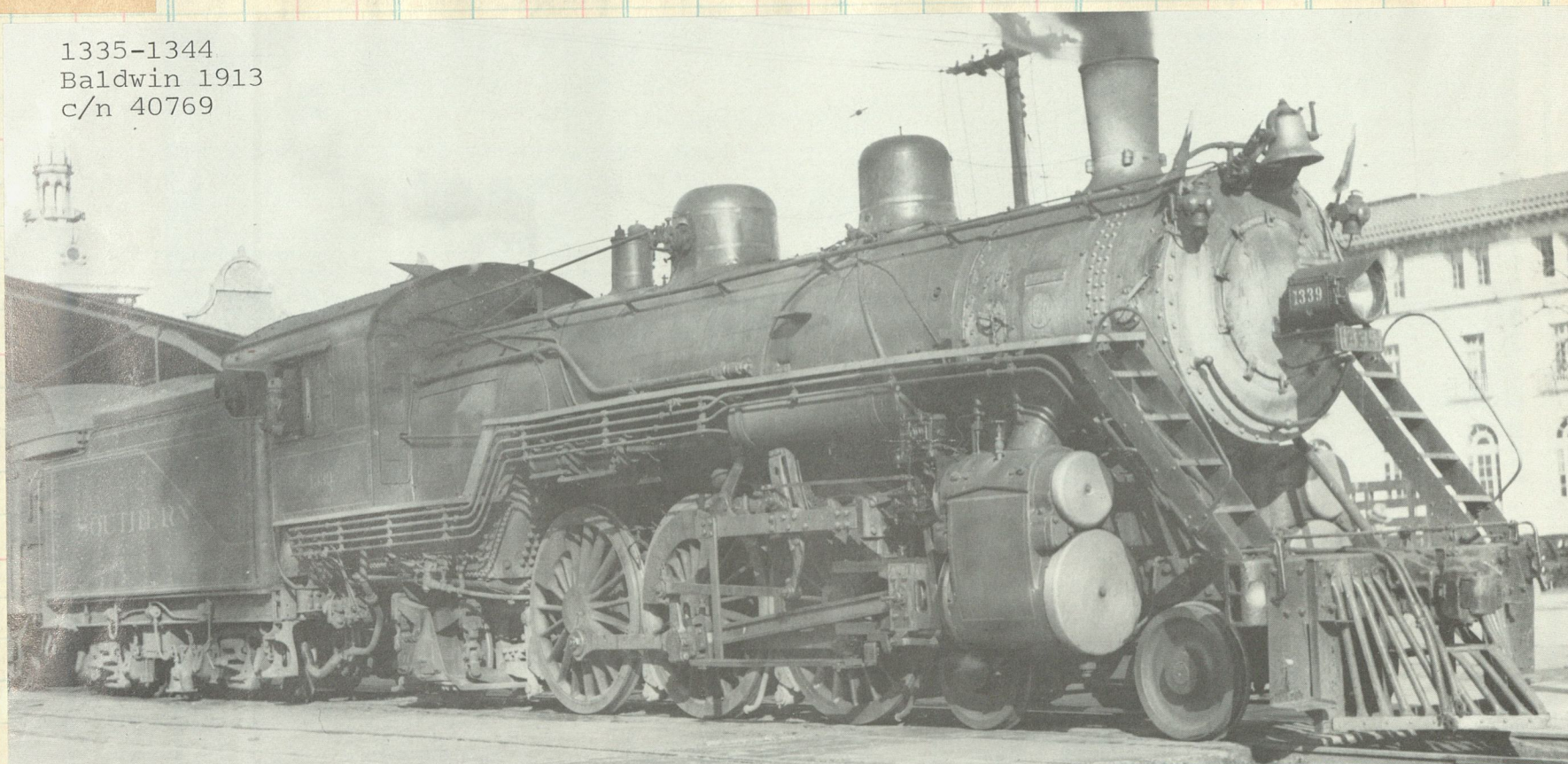


#1255

1251-1265
Richmond 1911
c/n 50201

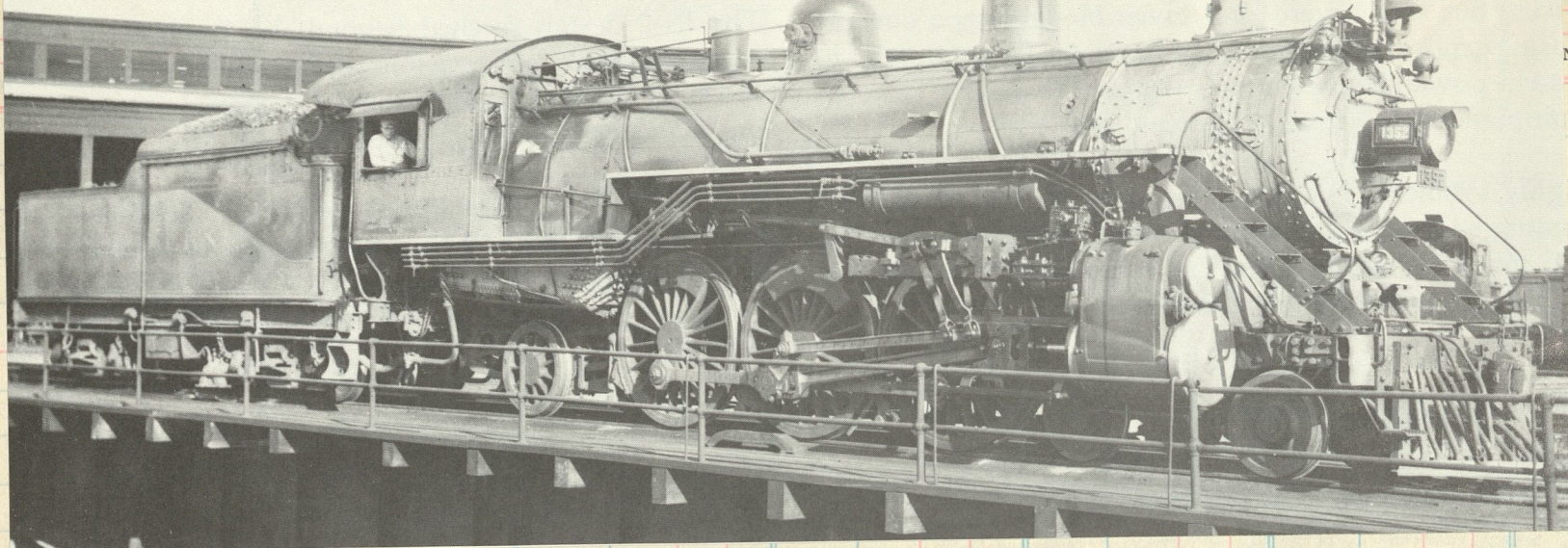


1335-1344
Baldwin 1913
c/n 40769



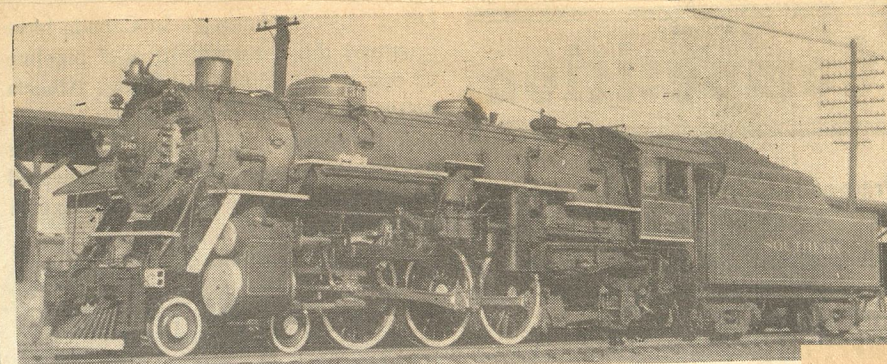
Southbound Trn #35 near Alexandria. The #1363 was built as G.S.& F.
#503 by Baldwin in 1910 c/n 35389

1350-1359
Richmond 1914
c/n 54694



Clos. No. Sold Amount

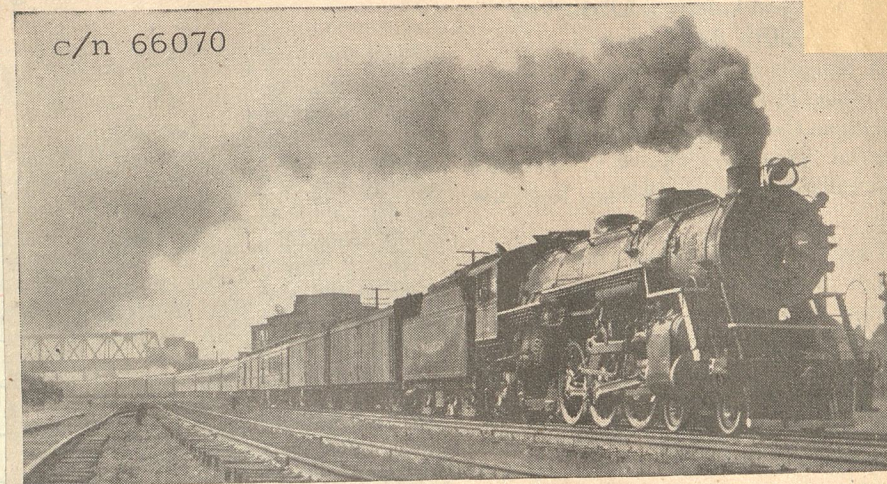
66



SOUTHERN RAILWAY'S ENGINE 1369 AT ATLANTA, GA.

1366-1374
Schenectady 1924

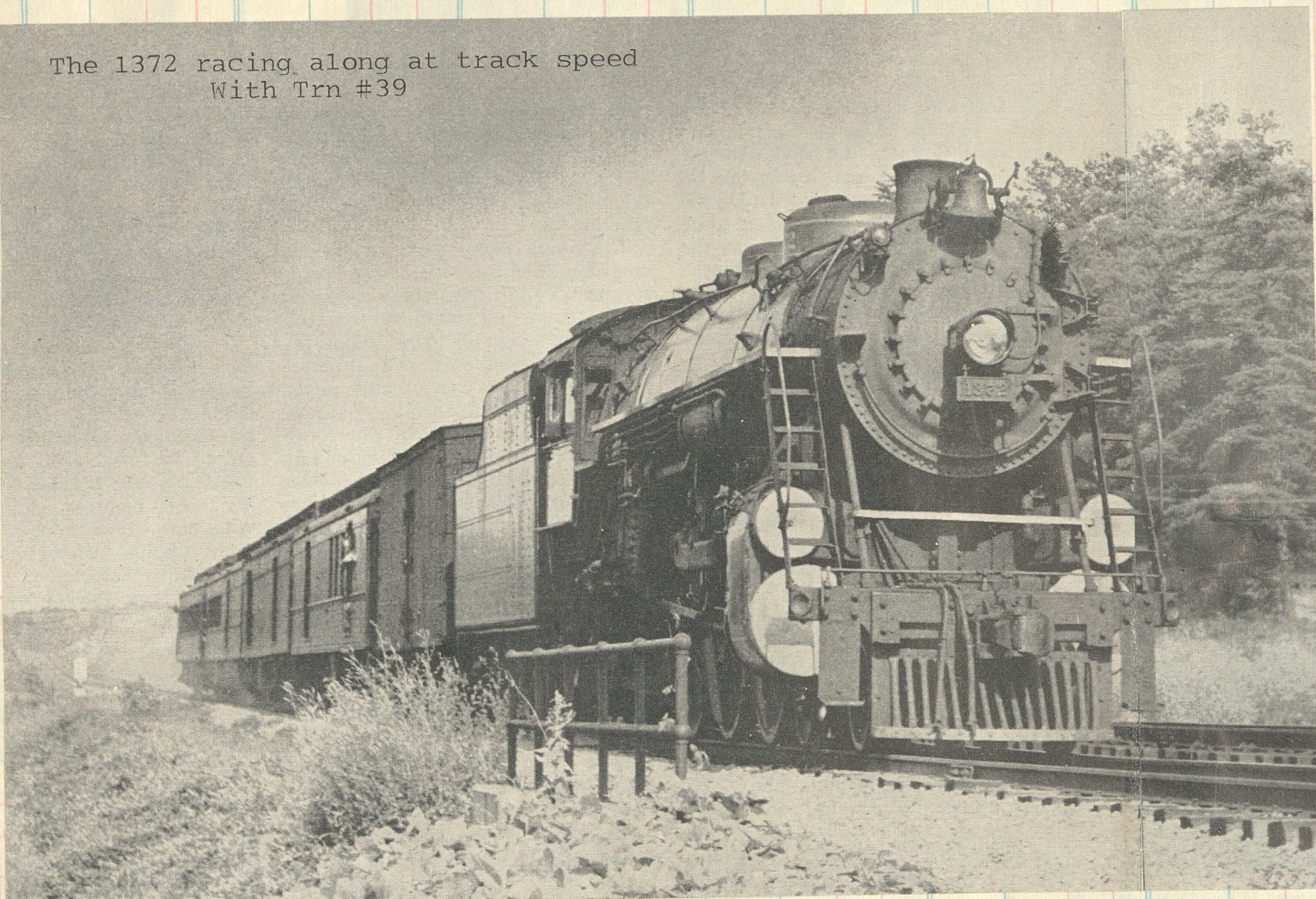
c/n 66070



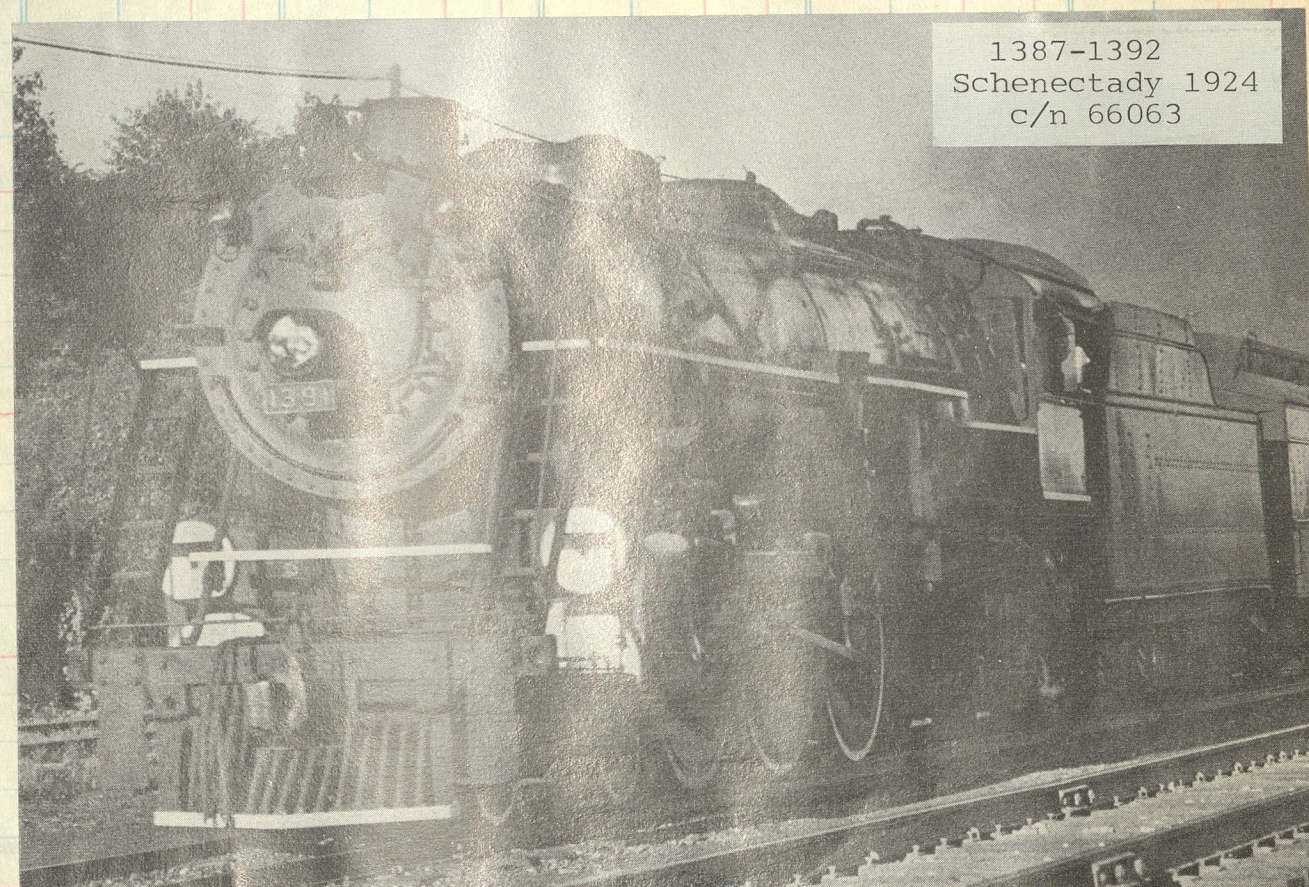
SOUTHERN RAILWAY'S ENGINE 1371 HAULING THE "PIEDMONT LIMITED" NEAR ATLANTA, GA.

Richard E. Prince

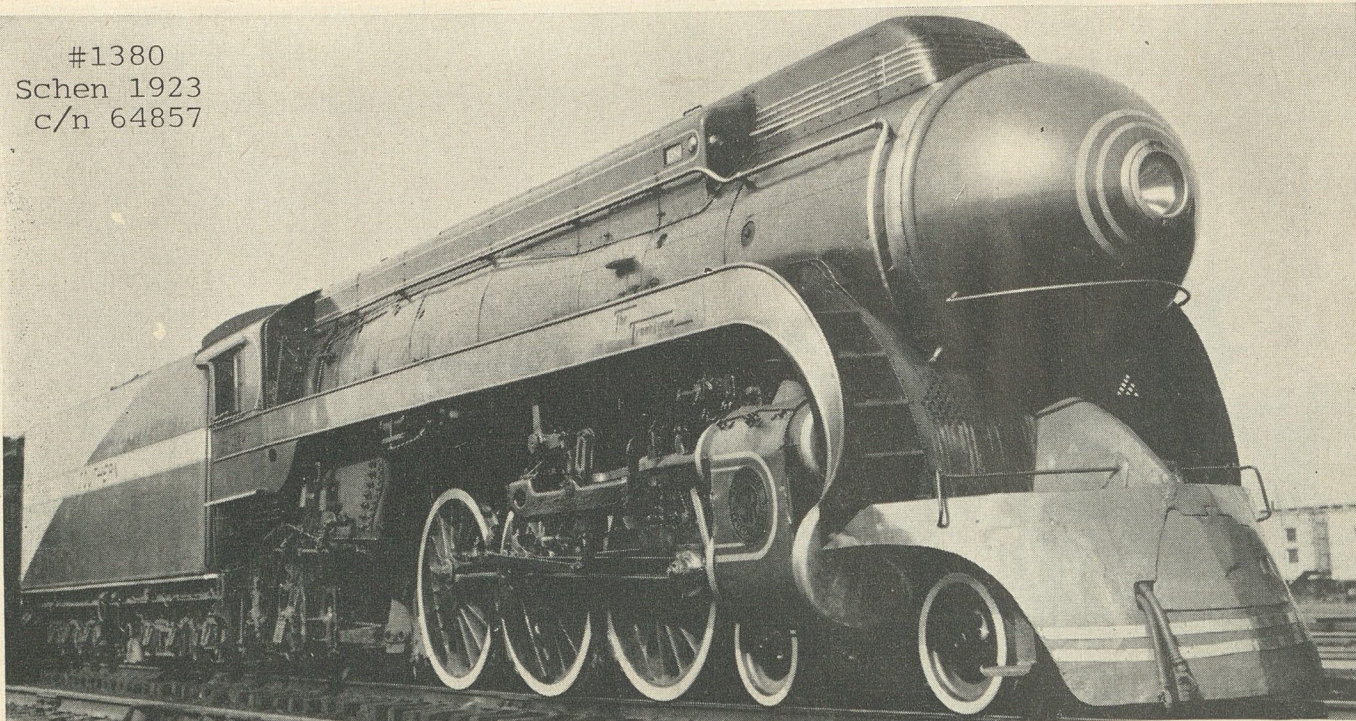
The 1372 racing along at track speed
With Trn #39



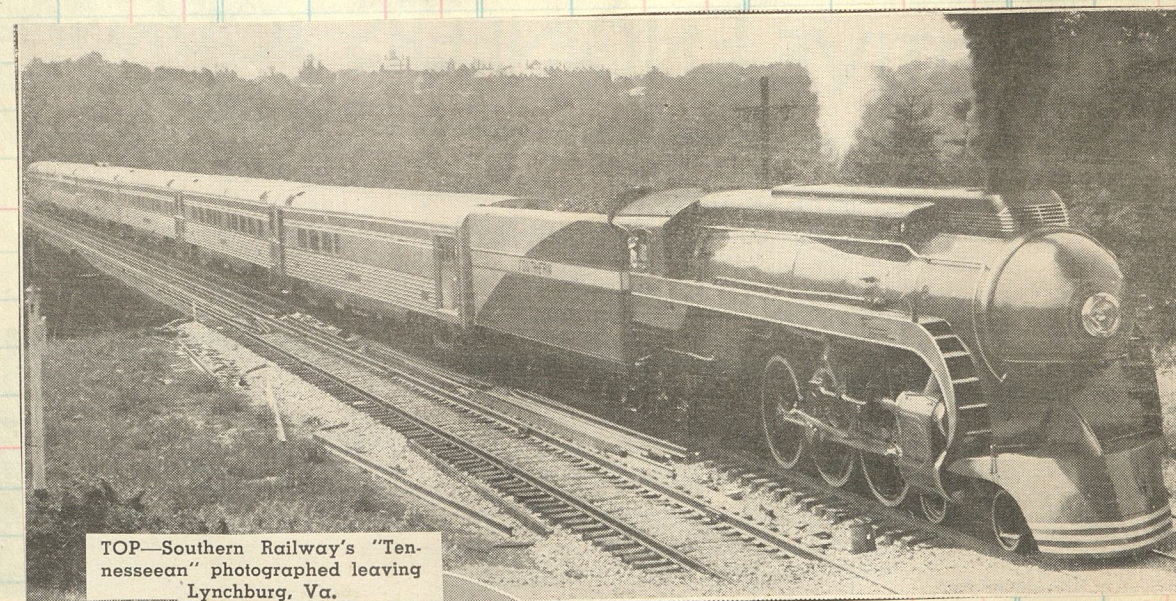
1387-1392
Schenectady 1924
c/n 66063



#1380
Schen 1923
c/n 64857

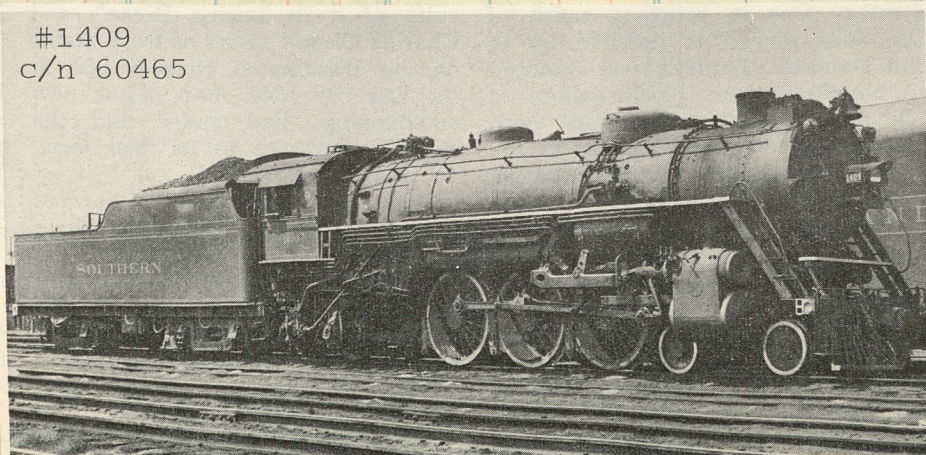


F. E. Ardrey Jr.



TOP—Southern Railway's "Tennesseean" photographed leaving Lynchburg, Va.

#1409
c/n 60465



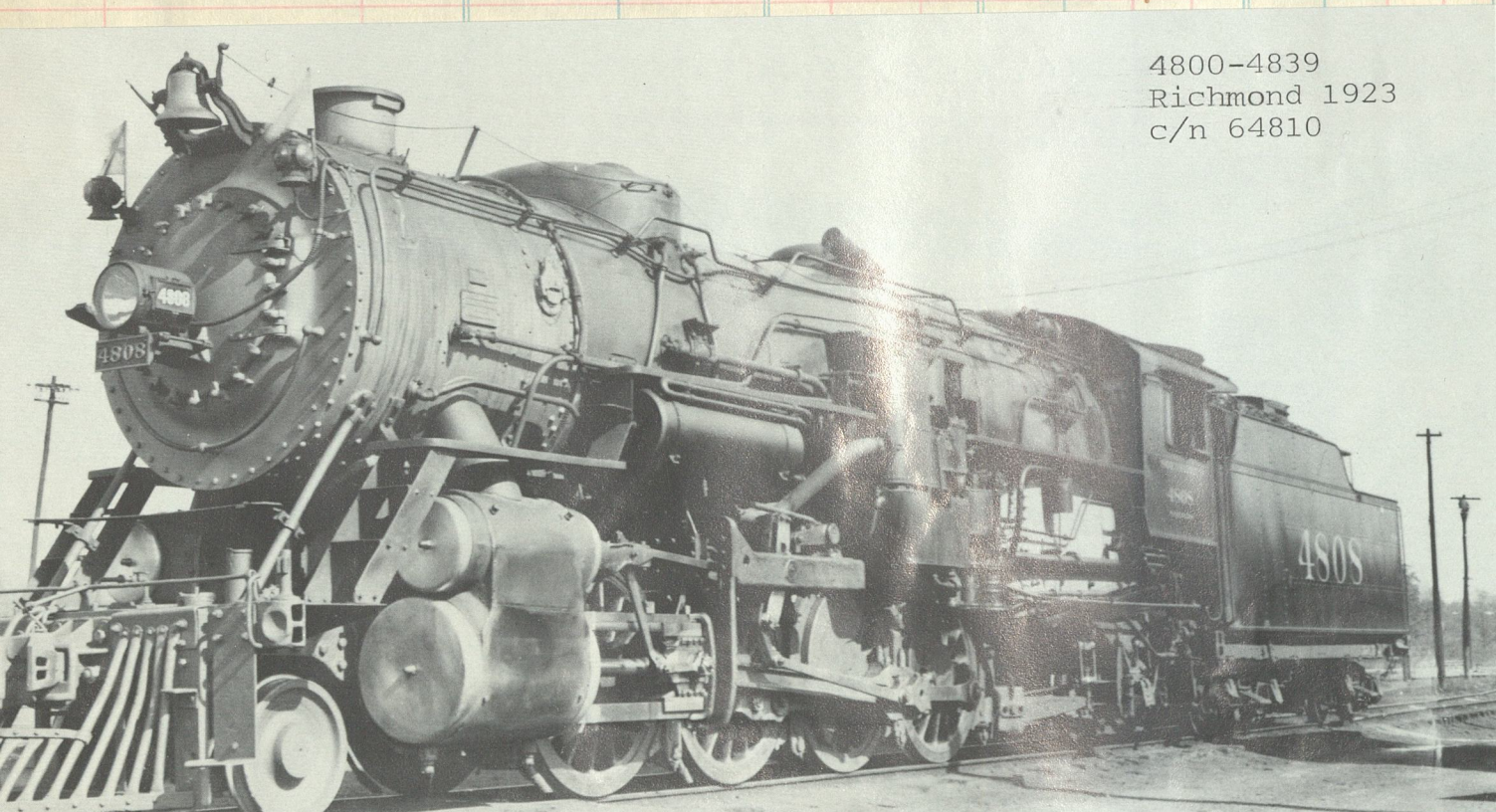
The final 4-6-2 received by the Southern was #1409, five delivered by Baldwin noed 1405-1409 in 1928

The #1408 with ten cars of Trn #30 near Norcross, Ga.

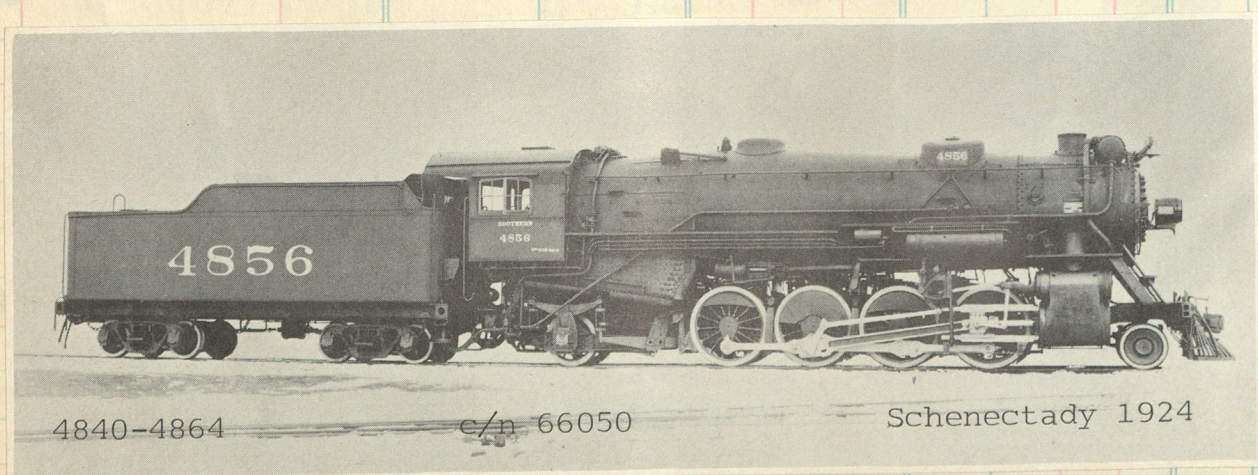


SELLER
DATE
FORM DESTINATION Amt. Co

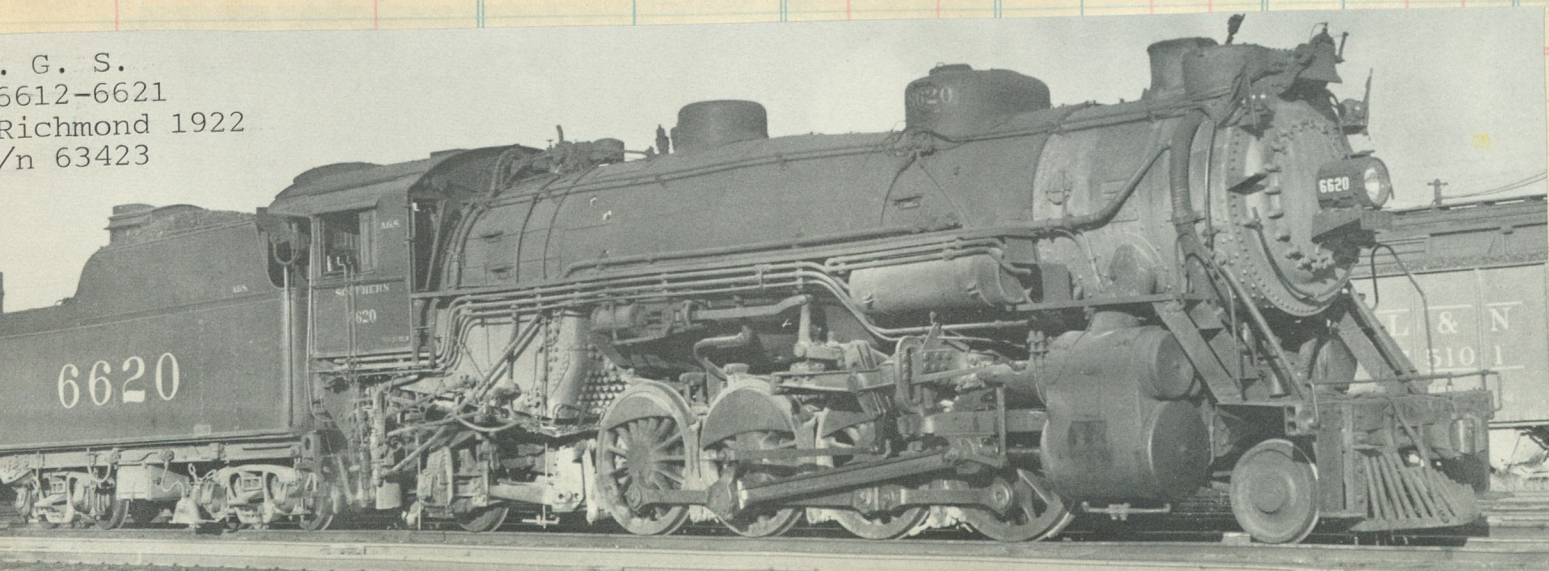
Sold Amount Clos. No. Sold Amount



4800-4839
Richmond 1923
c/n 64810

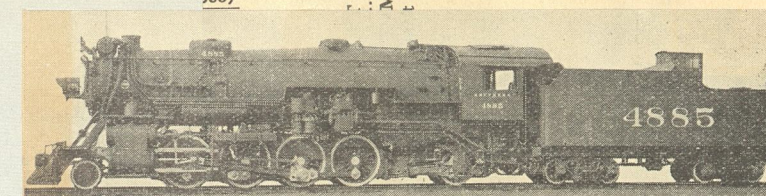
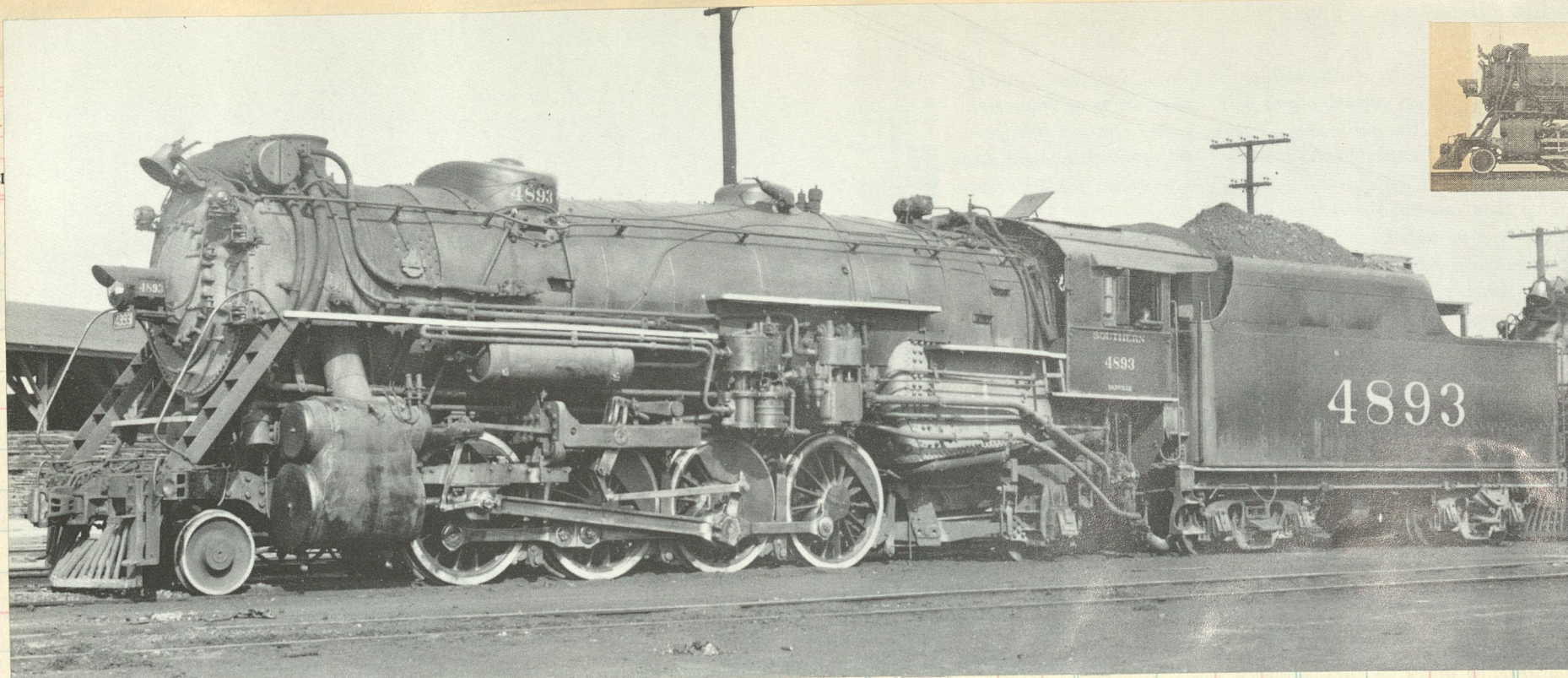


4840-4864 c/n 66050 Schenectady 1924

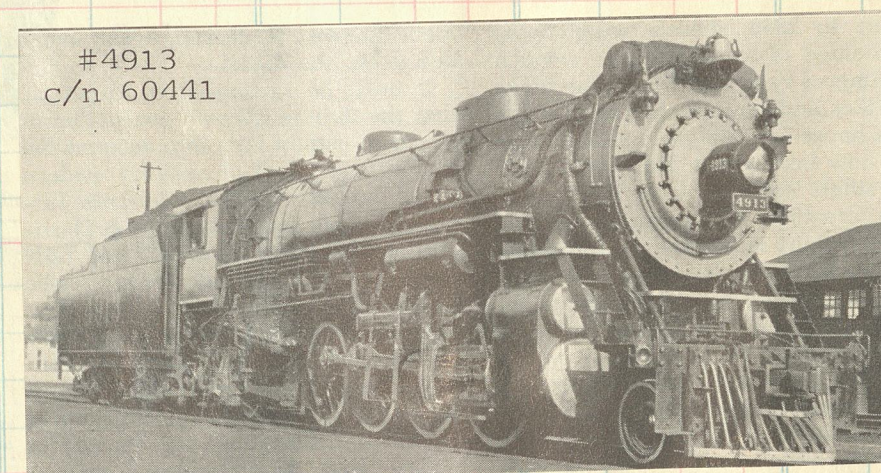
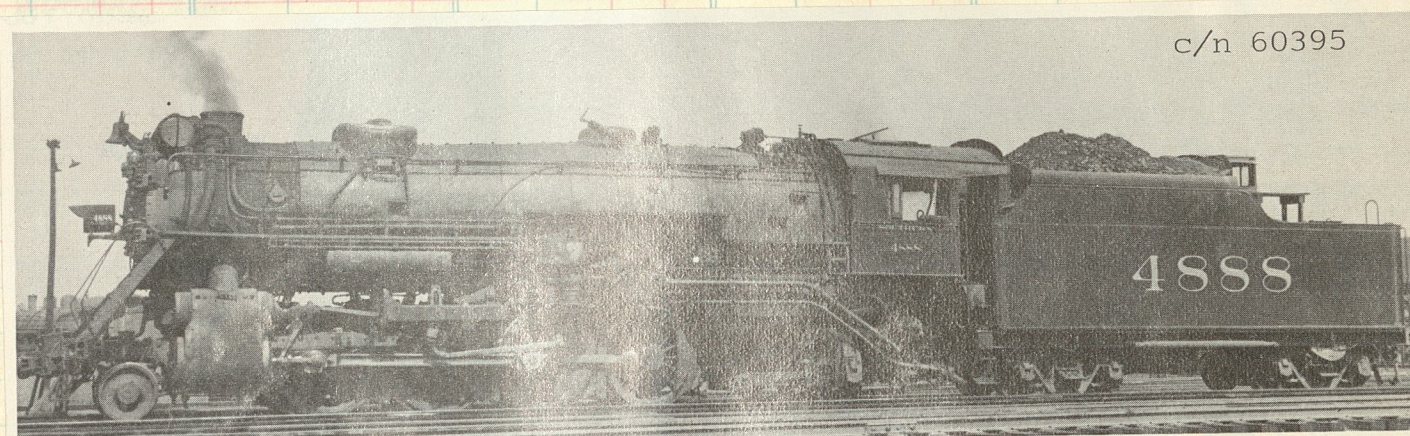
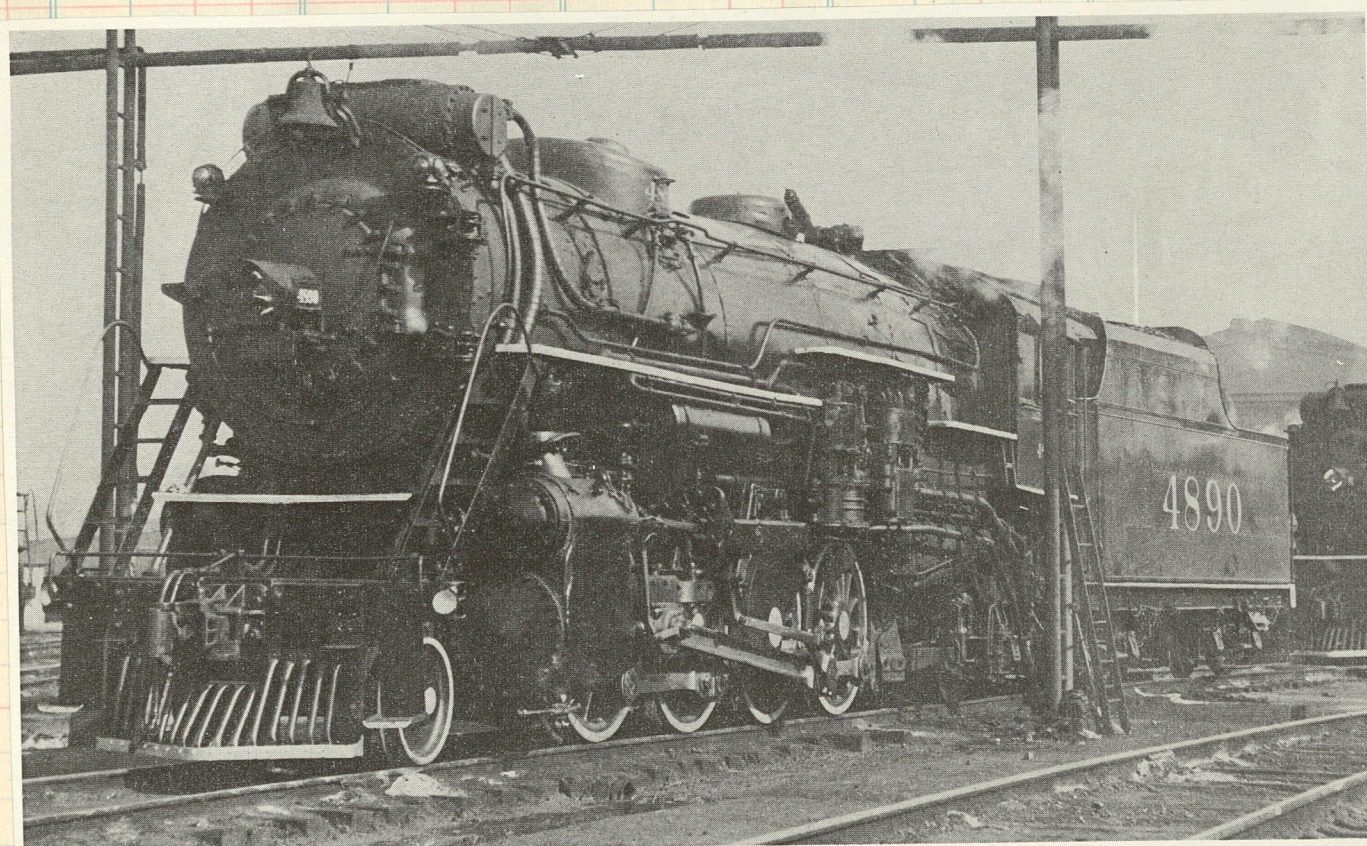


G. S.
6612-6621
Richmond 1922
c/n 63423

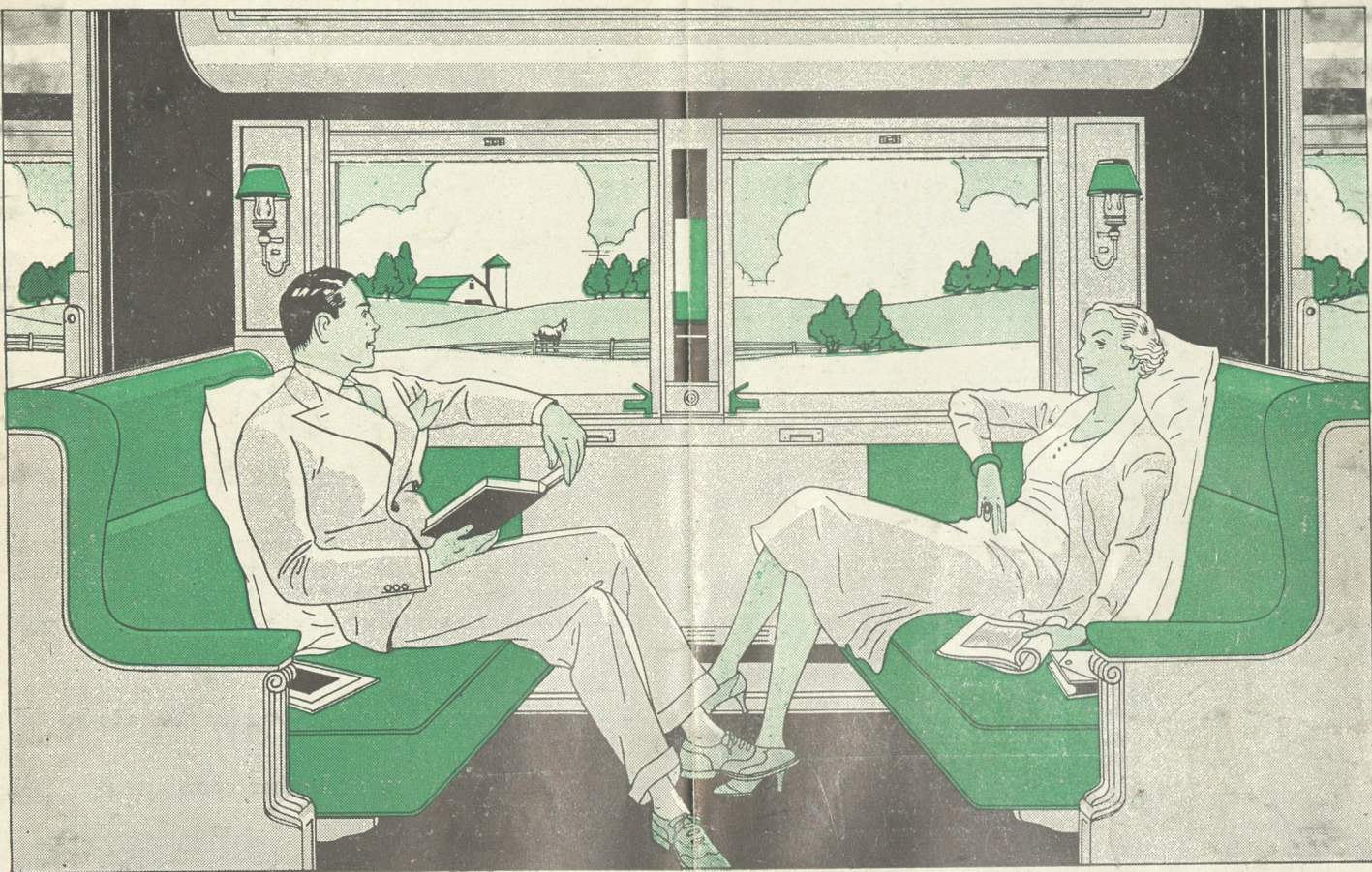
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	C
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The final Southern order for 2-8-2's was placed with Baldwin in 1928 for thirty engines noed 4885-4914. #4893 c/n 60416.



AIR-CONDITIONED

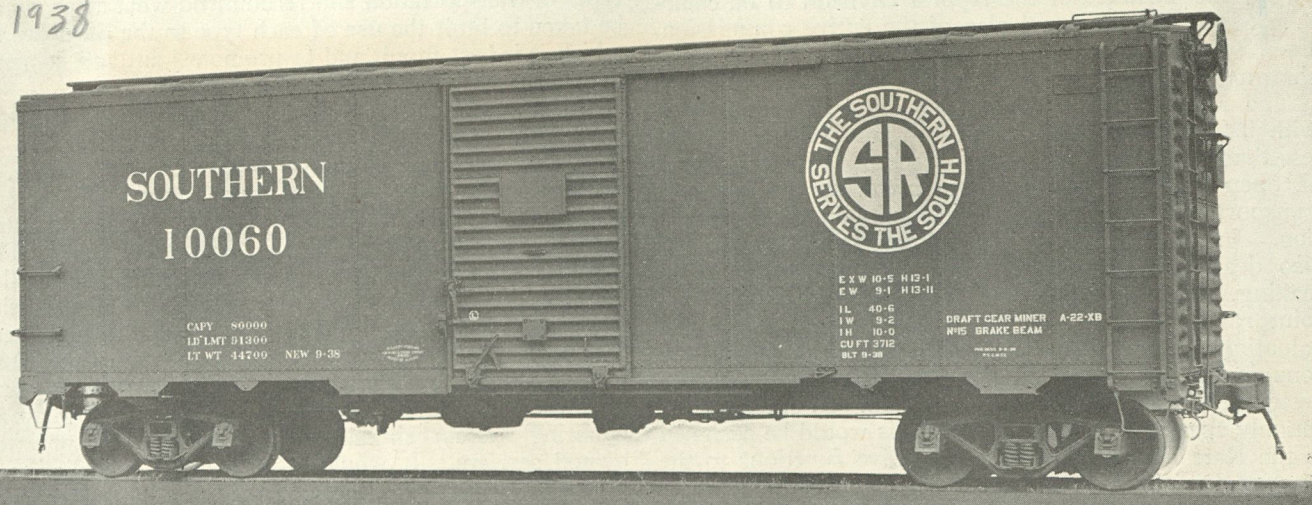


Air-Conditioned Pullman Cars and Southern Railway Dining Cars have been placed in service

The most distinctive feature in connection with Pullman air-conditioned cars operated in Southern Railway System trains, is the installation of a device whereby the air condition in each lower berth, compartment and drawing room is under control of the individual passenger.

SOUTHERN RAILWAY SYSTEM
august 1935

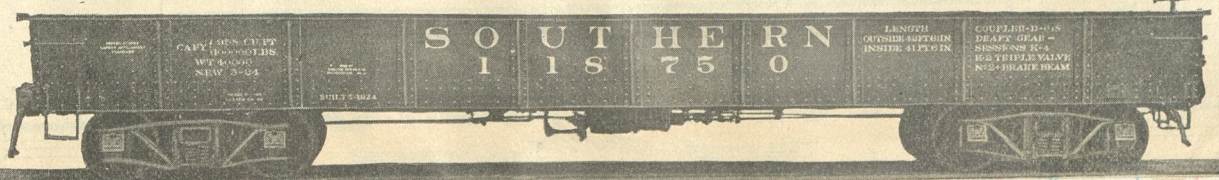
1938



Steel Box Car of 80,000 Lb. Capacity Built by Pullman-Standard Car Manufacturing Company for the Southern

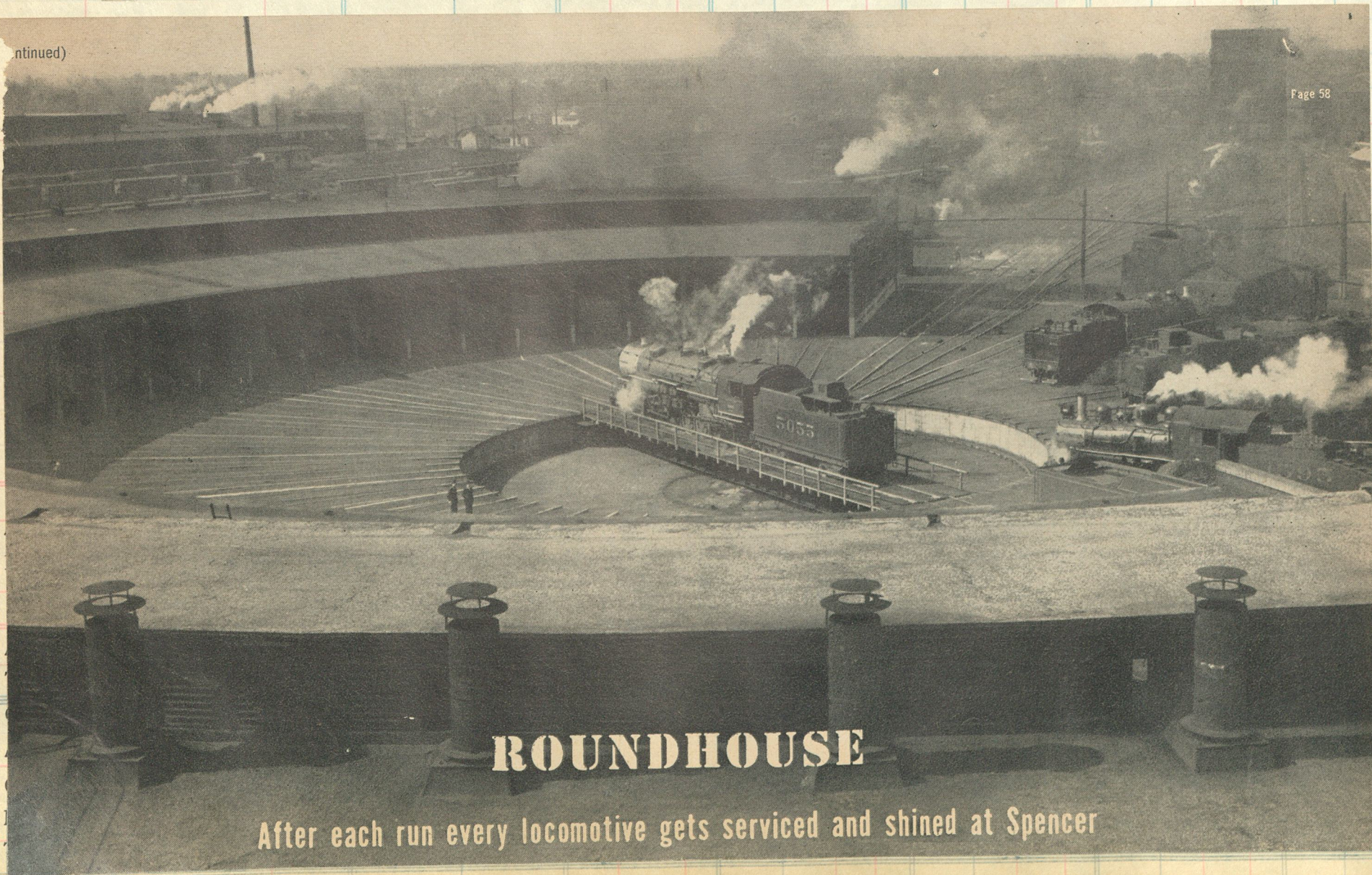
118750-119749

1924



ntinued)

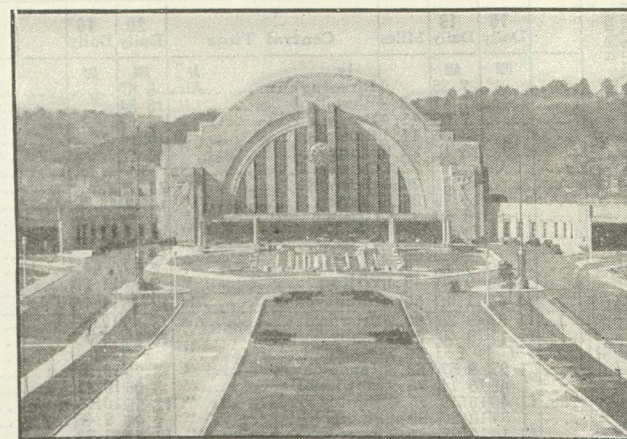
Page 58



ROUNDHOUSE

After each run every locomotive gets serviced and shined at Spencer

Union Terminal Station, Cincinnati, Ohio

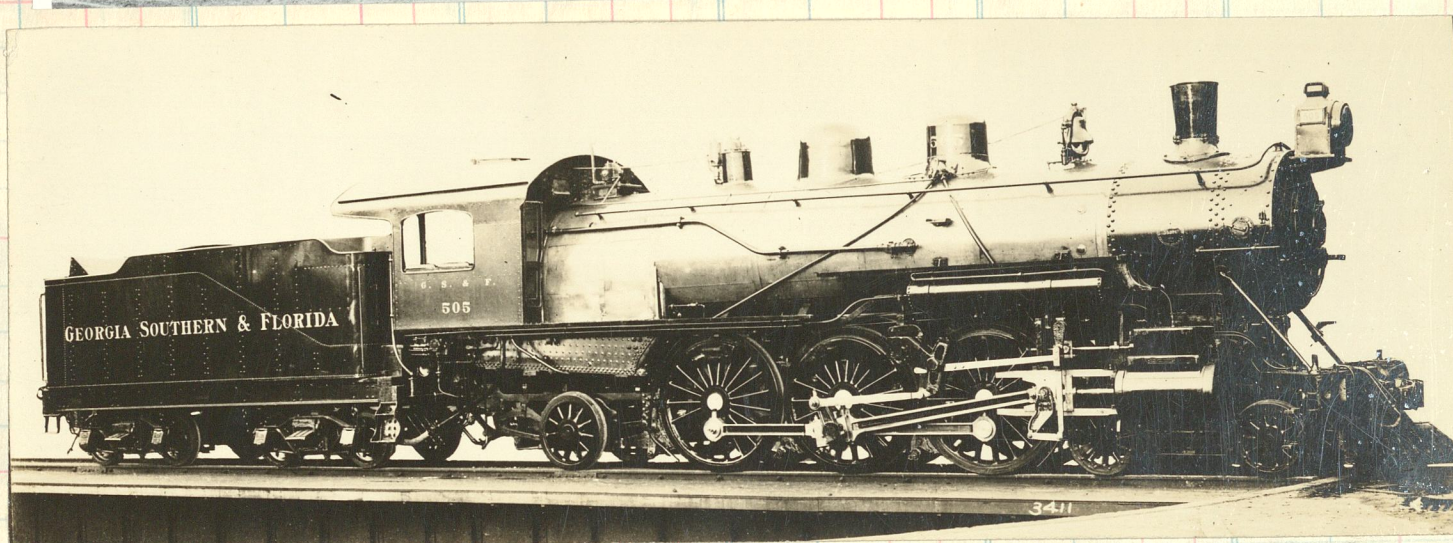
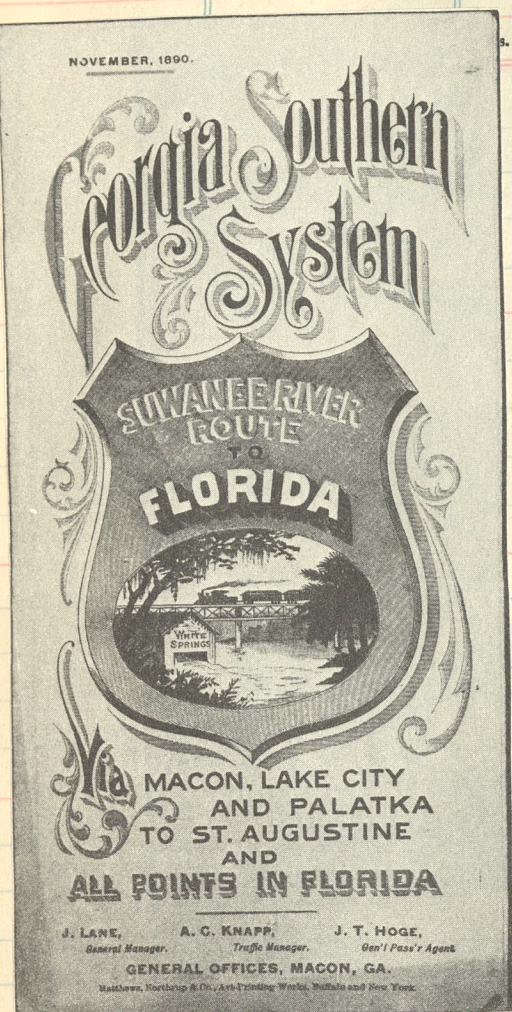
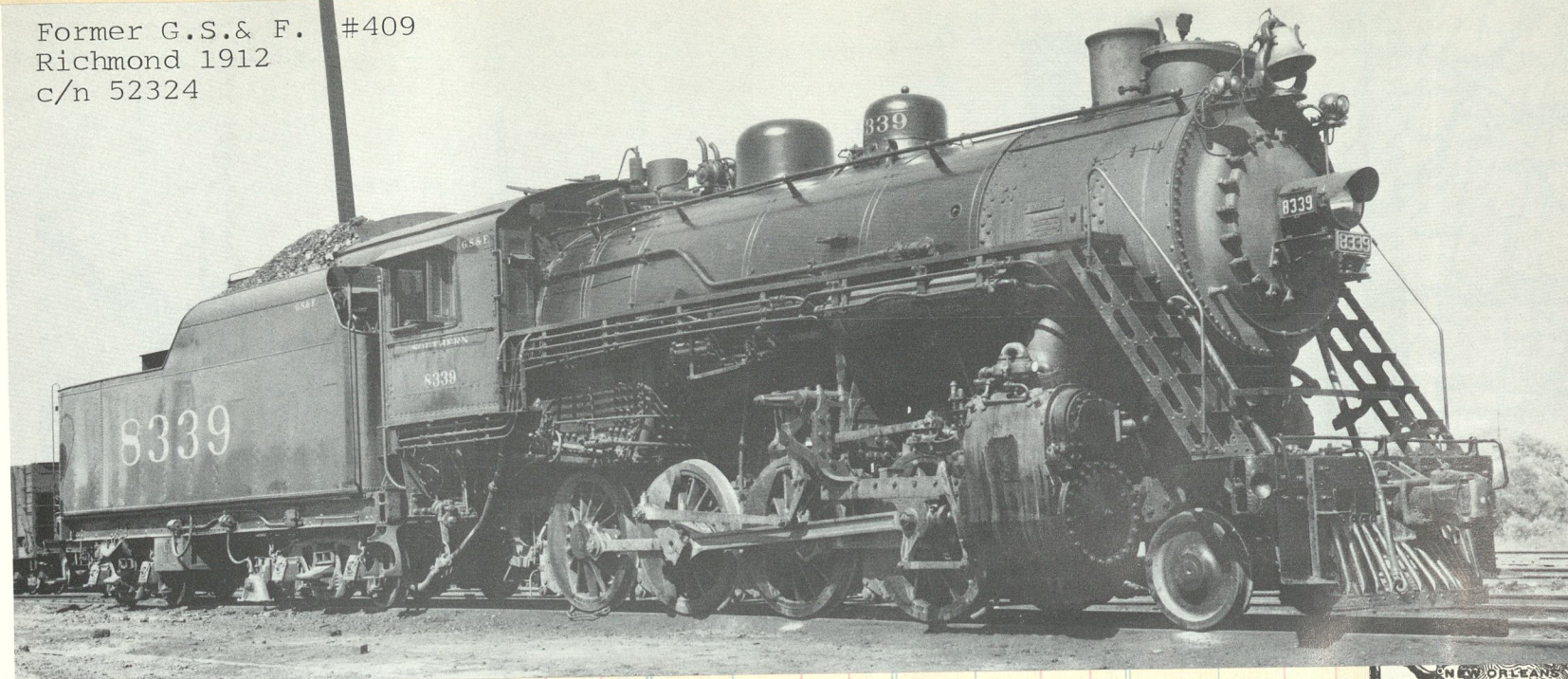


No Transfer at Cincinnati Now

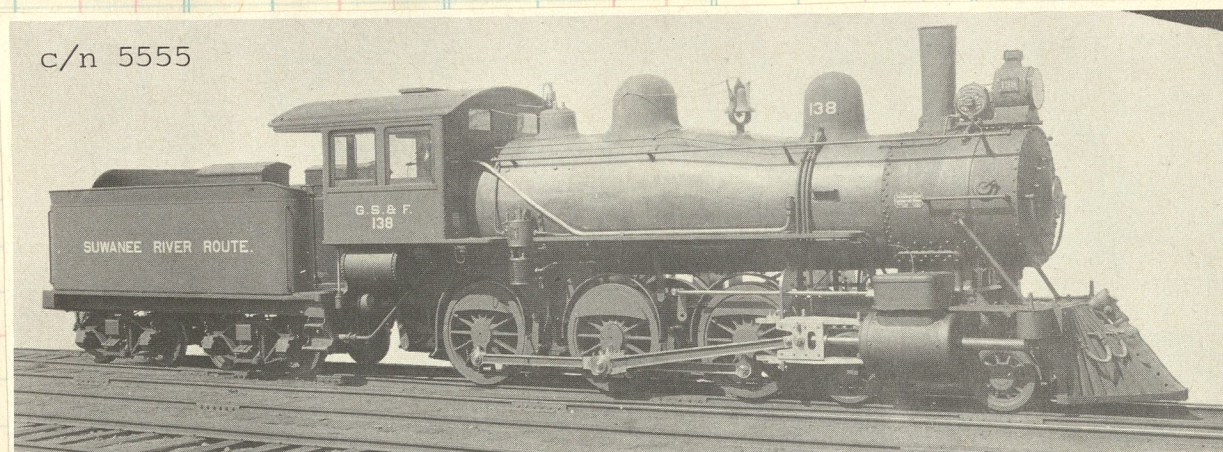
All passenger trains of the Southern Railway System arrive at and depart from the magnificent new Union Terminal Station at that point which is used by all lines entering Cincinnati.

Everyone passing through Cincinnati should inspect this essentially modern station, conceded by experts to be the finest in the country.

Former G.S. & F. #409
Richmond 1912
c/n 52324

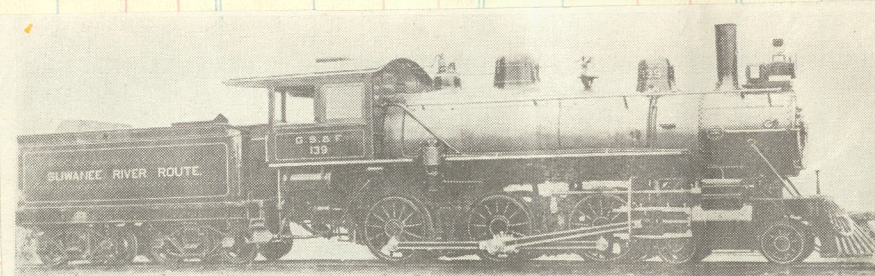


500-505 [Sou 1360-1365] c/n 35391 Baldwin 1910



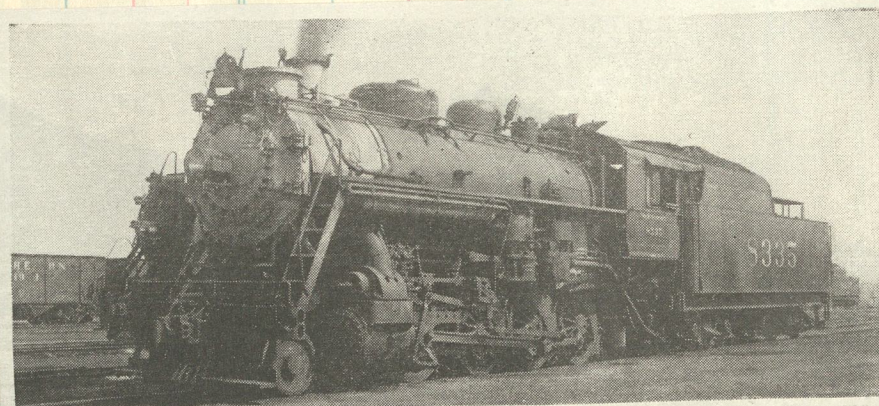
c/n 5555

Renoed Sou #8303 Schenectady 1900



GEORGIA, SOUTHERN & FLORIDA (SUWANEE RIVER ROUTE) ENGINE NO. 139

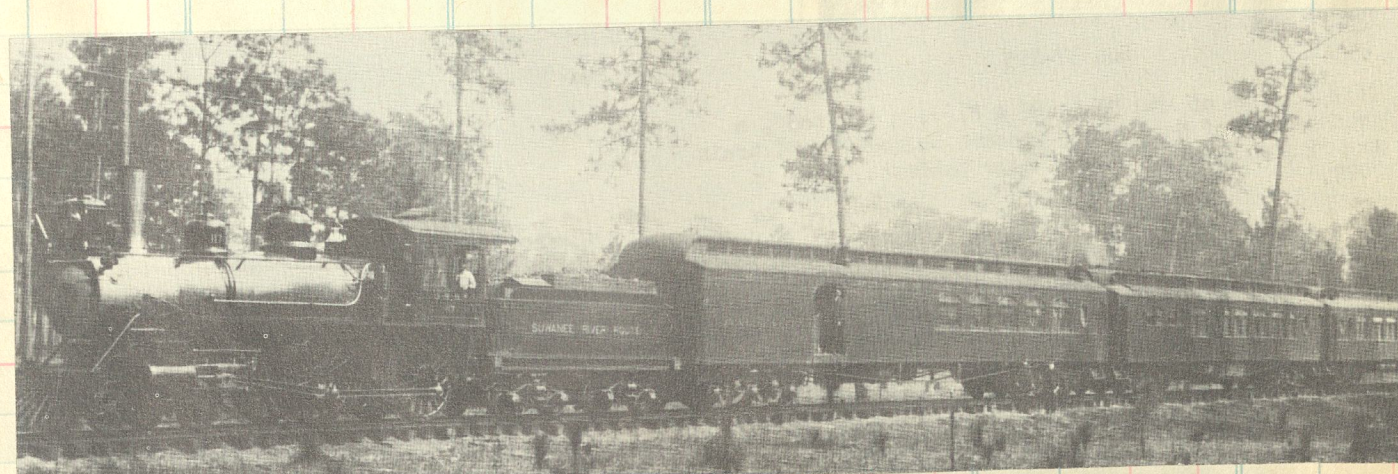
The 139 came from Baldwin in 1902 c/n 20566. Rebuilt in 1919 with superheater, larger drivers and Southern valve gear. Renoed #8304 and in 1939 sold to Blue Ridge as #8.



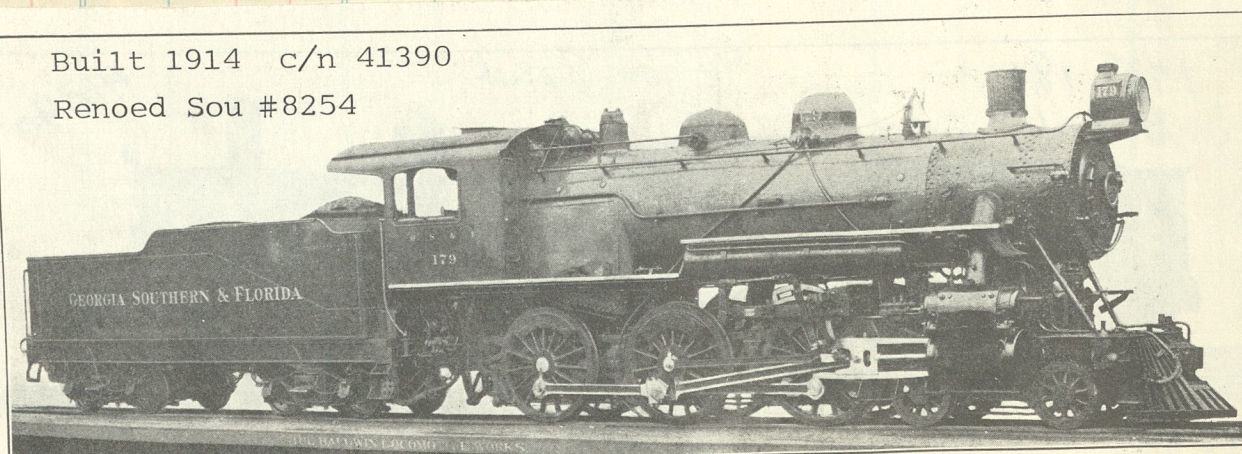
SOUTHERN RAILWAY'S ENGINE 8335 AT MACON, GA.

Shelby F. Lowe

Ex GS&F #405 c/n 35443 Baldwin 1910



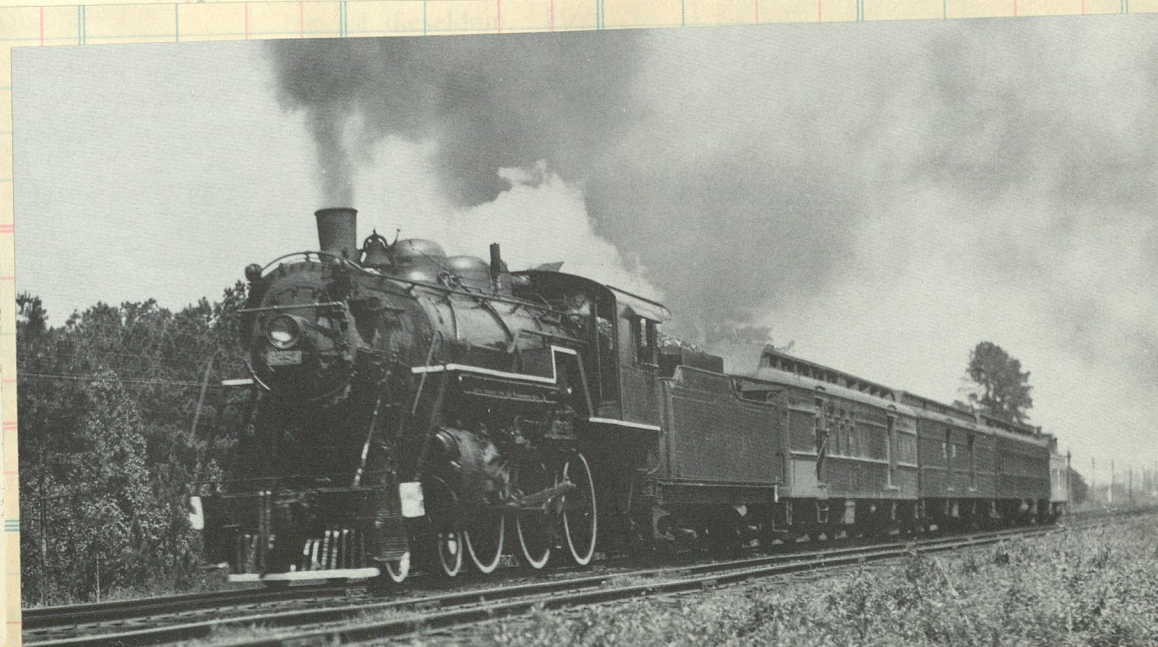
The first class "Chicago & Florida Limited" near Valdosta c 1907. Engine #117 was former Atlantic, Valdosta & Western #201 built by Baldwin (c/n 16306) in 1898. Later became Southern #8201.



Built 1914 c/n 41390
Renoed Sou #8254

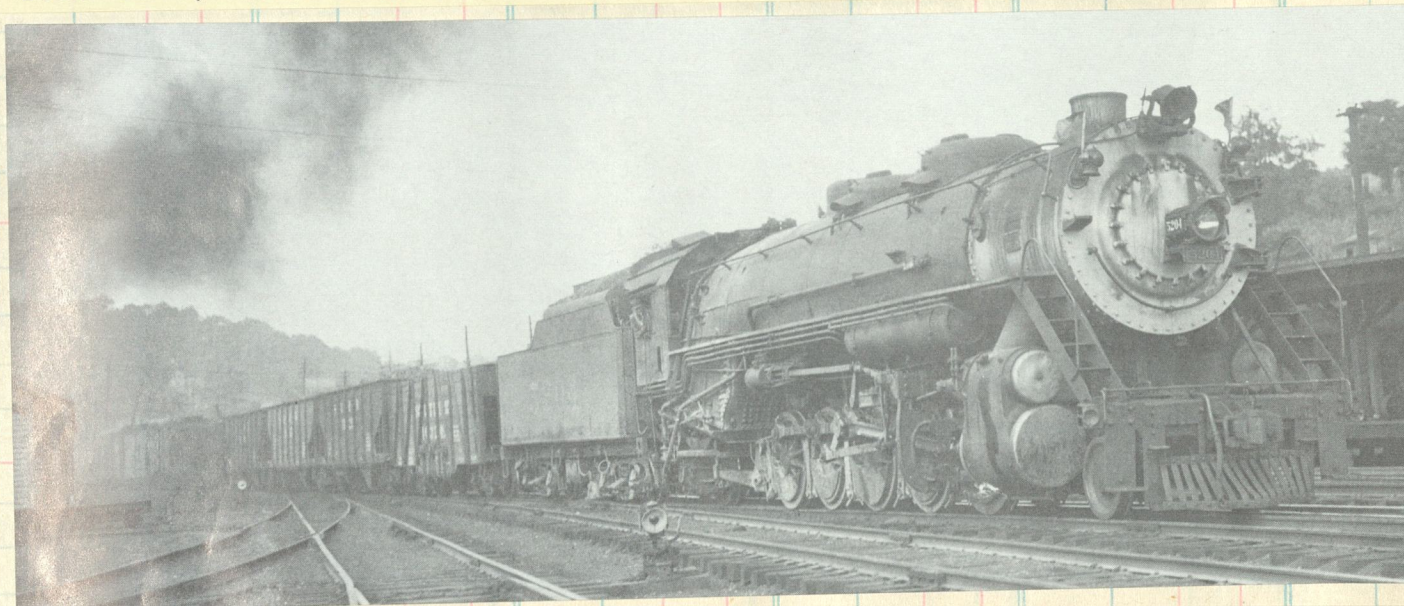
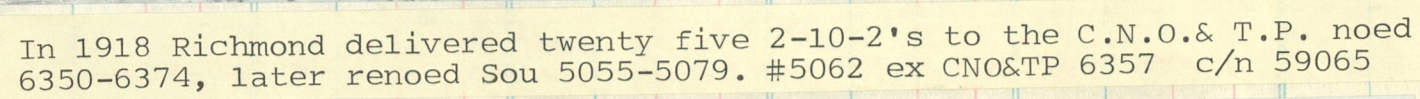
Fig. 113—Ten-Wheel (4-6-0) Locomotive for Passenger Service. Built for Georgia, Southern & Florida by the Baldwin Locomotive Works.

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	2,100 sq. ft.
Cylinders.....	21 in. x 28 in.	Heating Surface, Firebox.....	168 sq. ft.
Steam Pressure.....	200 lbs.	Heating Surface, Total.....	2,268 sq. ft.
Diam. of Drivers.....	63 in.	Heating Surface, Superheater.....	462 sq. ft.
Tractive Effort.....	30,500 lbs.	Grate Area.....	49 sq. ft.
Rigid Wheel Base.....	15 ft.	Weight on Drivers.....	147,200 lbs.
Driving Wheel Base.....	15 ft.	Weight, Total.....	192,250 lbs.
Total Wheel Base.....	25 ft. 1 1/2 in.	Fuel.....	Soft coal

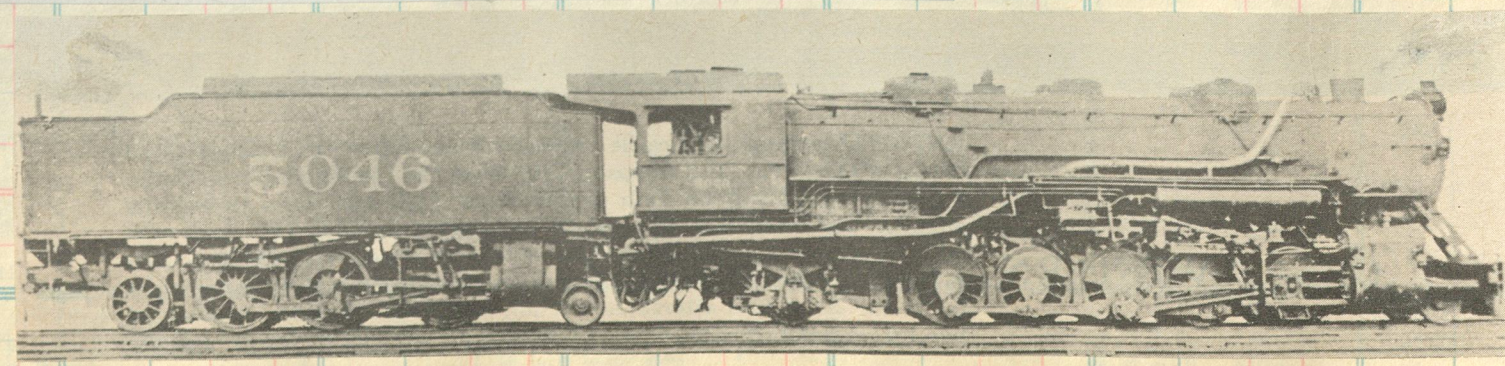
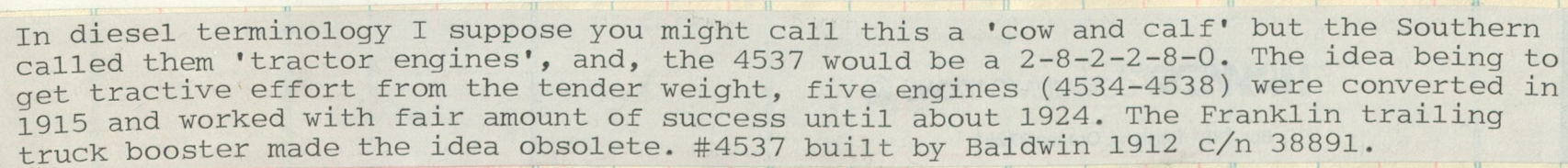


Thirty years later, and just as frisky as ever, the 8254 chuckles along with Trn #27 at Sofkee just south of Macon.

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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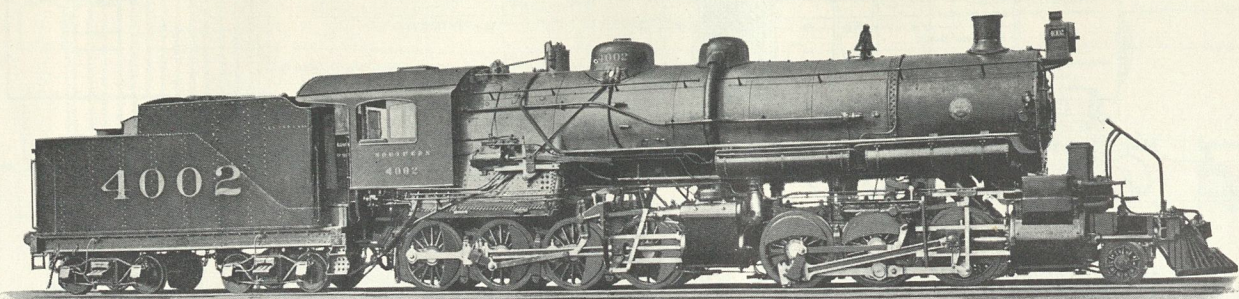


Extra 5204 swings into the yard at Asheville. One of the fifty (5200-5249)
c/n 60014 from Brooks in 1918



And here we have a 'Santa Fe-Prairie' type [2-10-2-2-6-2], the only 'S' engine to be modified 1918-1926. #5046 came from Baldwin in 1918 c/n 48298

One other Mike, #4576 Baldwin 1913 c/n 40795, received a 2-8-0 'tractor' in 1917.



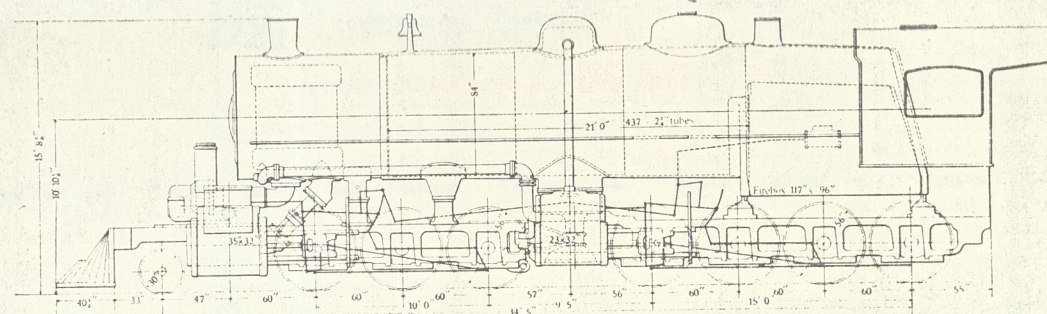
4002-4003

c/n 36031

Baldwin 1911

A locomotive of the 2-6-8-0 type, built for the Southern Railway, is shown in the above illustration. The ratio of the cylinder volumes used in this locomotive is 2.32, which is not unusual in Mallet engines; but the valve gears are so designed that the tractive forces developed in the high and low-pressure cylinders are proportional to the weights carried on the respective groups of wheels. The boiler is of the usual type, without feed-water heater. The smokebox contains a Baldwin

reheater, and the general arrangement of the piping is similar to that shown on page 7. The steam distribution to the high-pressure cylinders is controlled by piston valves, thirteen inches in diameter. Balanced slide valves are used on the low-pressure cylinders, the ports having a width of twenty-four inches. The high-pressure cylinders are provided with by-pass valves. Vanadium cast steel is used for the frames of this locomotive.



Mallet Articulated Locomotive for the Southern Railway Co.

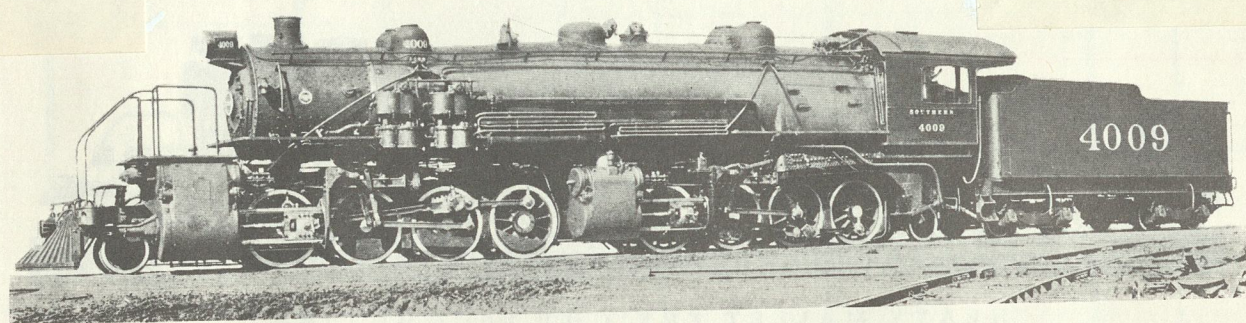
Baldwin Class 16-44-DE 37

Type 2-6-8-0

Code Word, RECULTUM

GENERAL DIMENSIONS

GAUGE	4' 8 1/2"	TUBES—Material	Iron	WHEEL BASE—Driving	34' 5"
CYLINDERS	23" and 35" x 32"	Thickness	0.110"	Rigid	front, 10' 0"; back, 15' 0"
Valves	H.P. Balanced Piston L.P. Balanced Slide	Number	437	Total Engine	43' 4"
BOILER—Type	Straight	Diameter	21' 0"	Total Engine and Tender	71' 6 1/2"
Material	Steel	Length	21' 0"	WEIGHT—On Driving Wheels, 332,700 lbs.	
Diameter	84"	HEATING SURFACE—Firebox	221 sq. ft.	On Truck	30,800 lbs.
Thickness of Sheets	7/8"	Tubes	5380 sq. ft.	Total Engine	363,500 lbs.
Working Pressure	200 lbs.	Total	5601 sq. ft.	Total Engine and Tender	about 535,000 lbs.
Fuel	Soft Coal	Reheating Surface	638 sq. ft.	TENDER—Number of Wheels	8
Staying	Radial	Grate Area	78 sq. ft.	Diameter of Wheels	33"
FIREBOX—Material	Steel	DRIVING WHEELS—Diam. Outside	56"	Journals	5 1/2" x 10"
Length	117"	Diameter of Center	50"	Tank Capacity	9,000 gals.
Width	96"	Journals	10" x 12"	Fuel Capacity	13 tons
Depth	front, 78 1/2"; back, 75"	ENGINE TRUCK WHEELS—		SERVICE	Freight
Thickness of Sheets	sides, 3/8"; back, 3/8"; crown, 3/8"; tube, 1/2"	Diameter	30"		
Water Space,	front, 6"; sides, 5"; back, 5"	Journals	6" x 10"		



MALLET FREIGHT LOCOMOTIVE

4004-4013

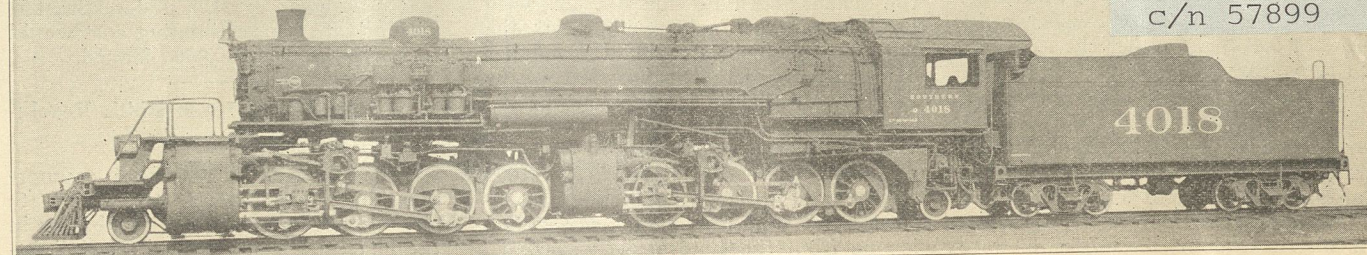
c/n 50000

Baldwin 1918

Cylinders	25 and 39 x 30 in.	Grate area	83 sq. ft.
Driving wheels, diameter	56 in.	Wheel base, driving	41 ft.—1 in.
Steam pressure	210 lbs.	" " engine	56 ft.—3 in.
Boiler diameter	80 in.	" " and tender	86 ft.—10 3/4 in.
Tubes, length	24 ft.	Weight, leading	27,300 lbs.
" number	42—5 1/2 in.	" driving	374,000 lbs.
" " "	228—2 1/4 in.	" trailing	25,700 lbs.
Heating surface, tubes	4,658 sq. ft.	" engine	427,000 lbs.
" " fire box	226 sq. ft.	" tender	176,000 lbs.
" " combustion chamber	109 sq. ft.	Tender capacity, water	9,000 gals.
" " total	4,993 sq. ft.	" " coal	12 tons
" " superheater	1,260 sq. ft.	Maximum tractive power	84,800 lbs.
Fire box	182 1/4 x 90 1/4 in.	Factor of adhesion	4.41

Class Ls-2

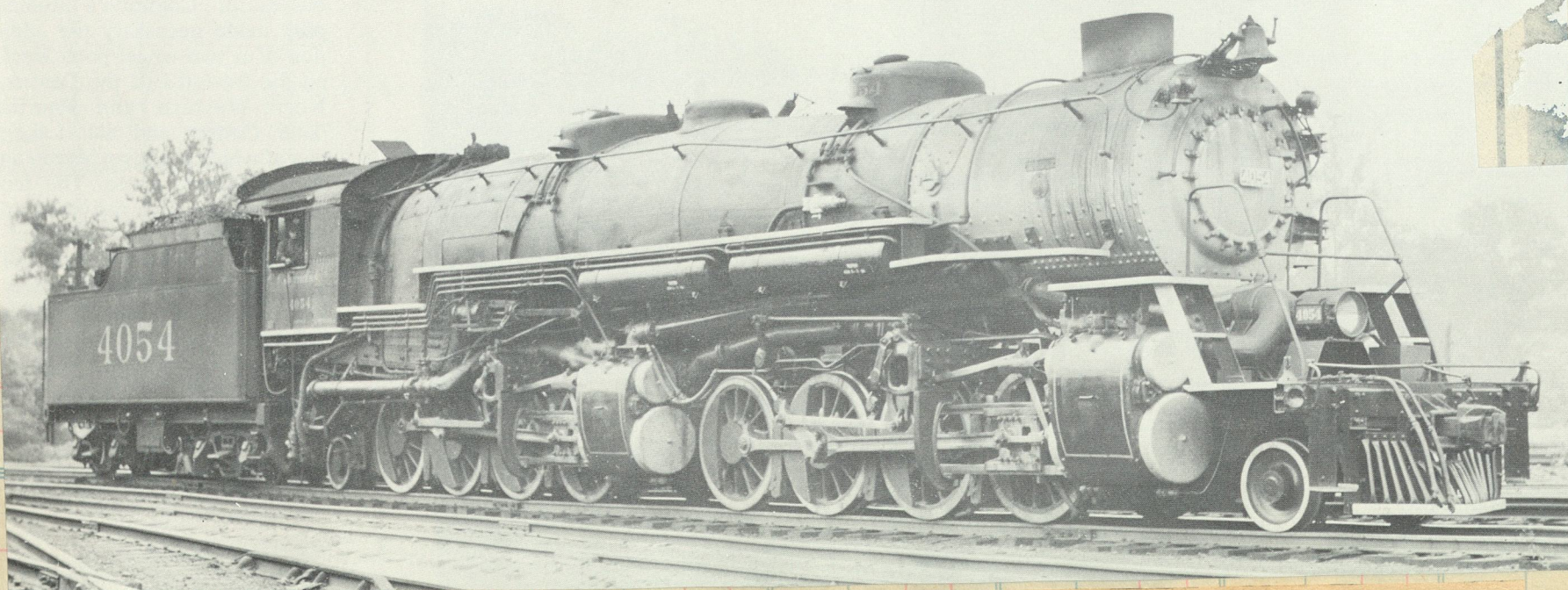
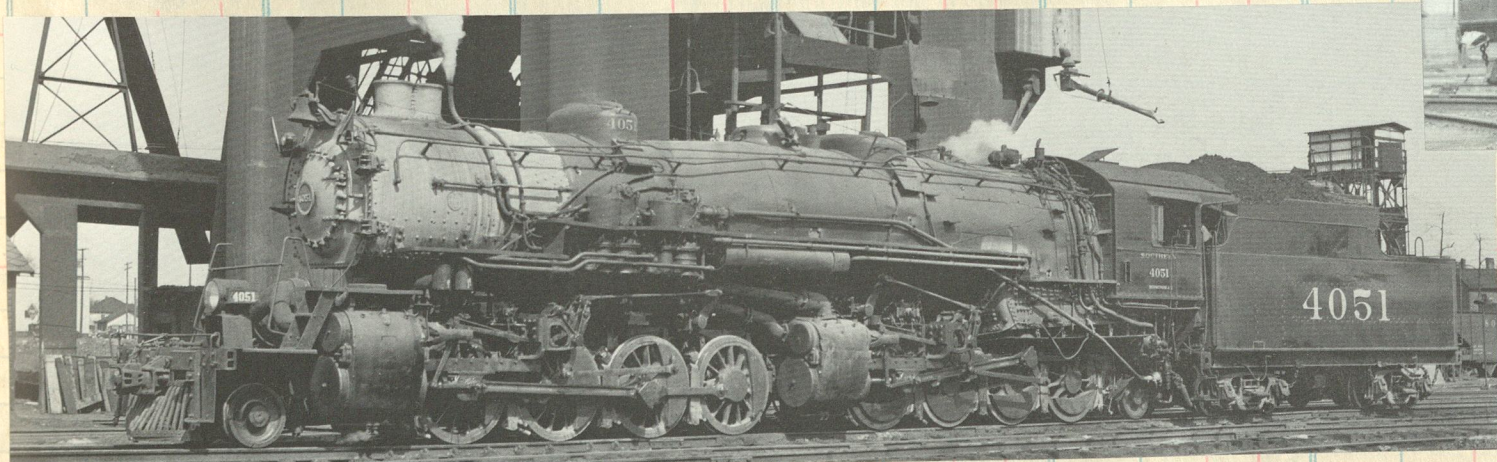
4016-4020
Baldwin 1924
c/n 57899



First Mallet Compound Locomotive to be Operated in Birmingham, Ala. Coal Fields by the Southern Ry. The Engines are of the 2-8-8-2 Type Built by the Baldwin Locomotive Works.



4021-4026 c/n 59282 Baldwin 1926



The last Malles delivered to the Southern was for eight 2-8-8-2's noed 4051-4058, constructed by Baldwin in 1928. #4054 with c/n 60518



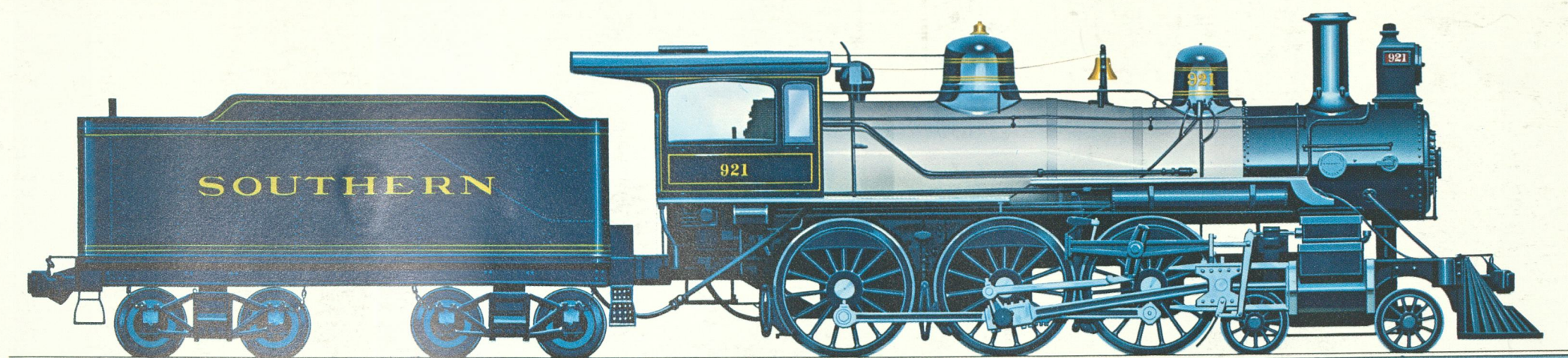
In the Birmingham district the 4056 storms under the S.A.L. at Weems, Ala.

SELLER
DATE
FORM

DESTINATION

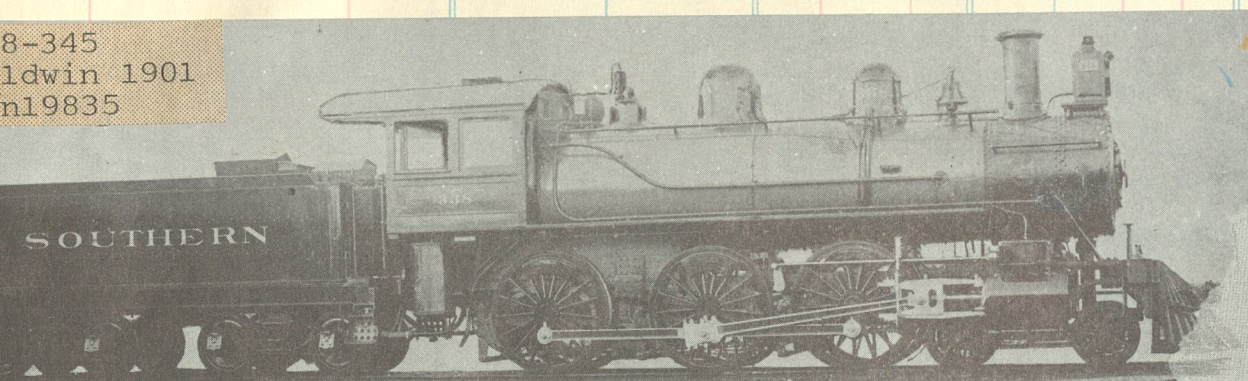
Amt.

Amount Clos. No. Amount

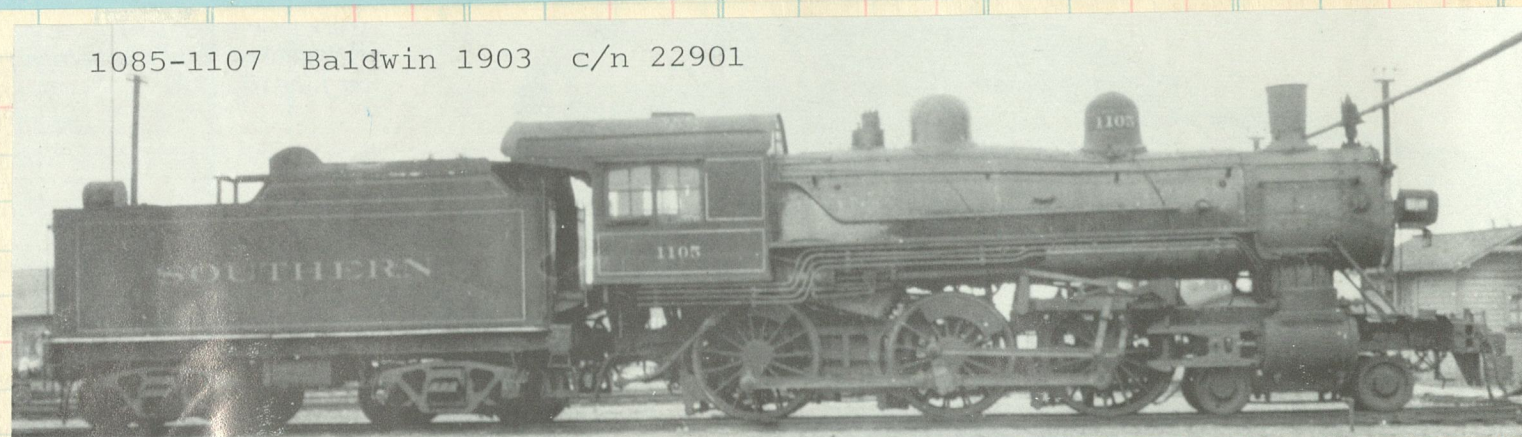


In 1907 Baldwin delivered ten noble Ten Wheelers numbered 919-928. c/n 32454 for the 921.

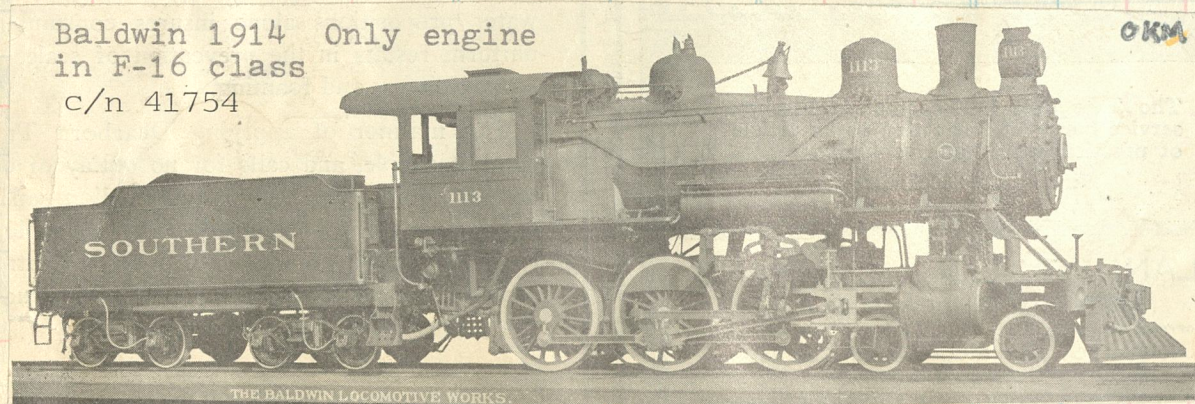
8-345
ldwin 1901
n19835



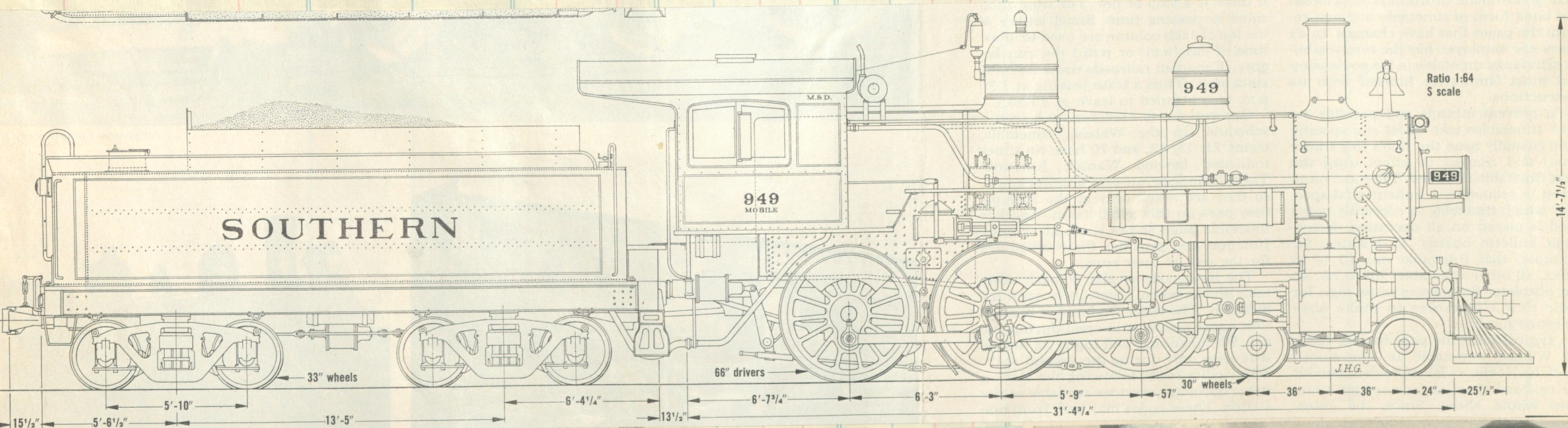
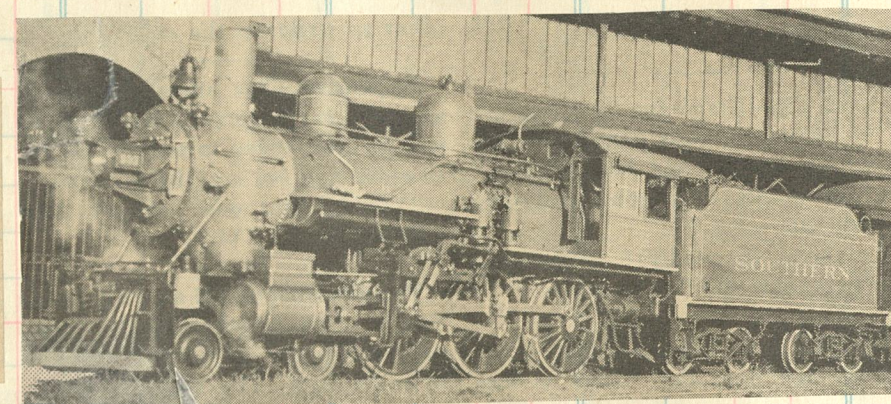
1085-1107 Baldwin 1903 c/n 22901



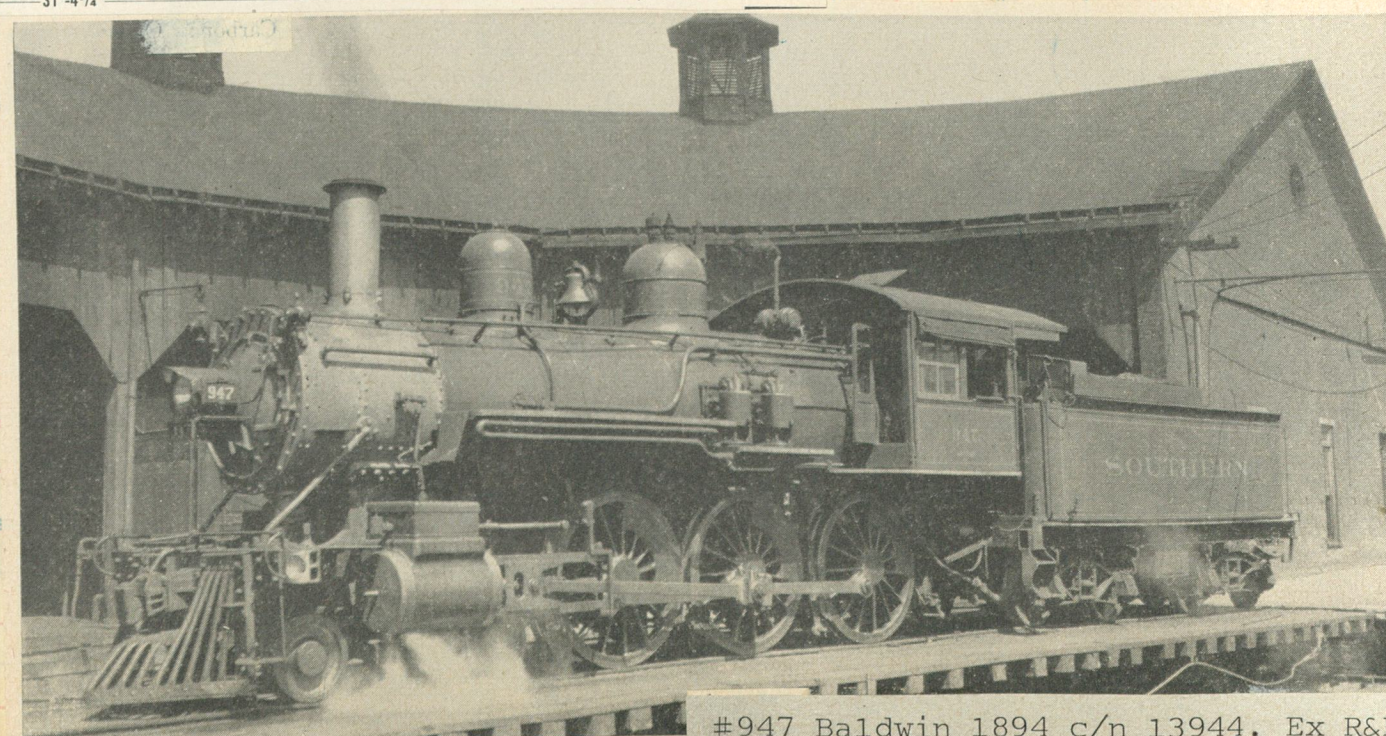
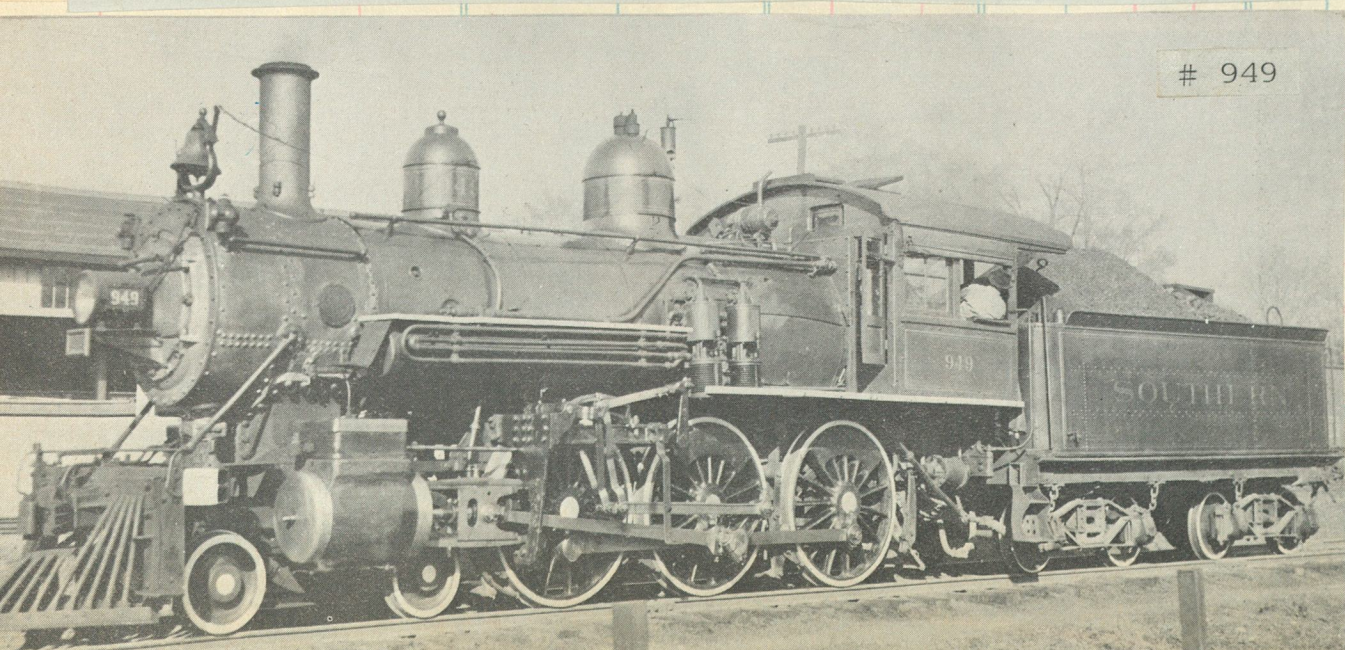
Baldwin 1914 Only engine
in F-16 class
c/n 41754



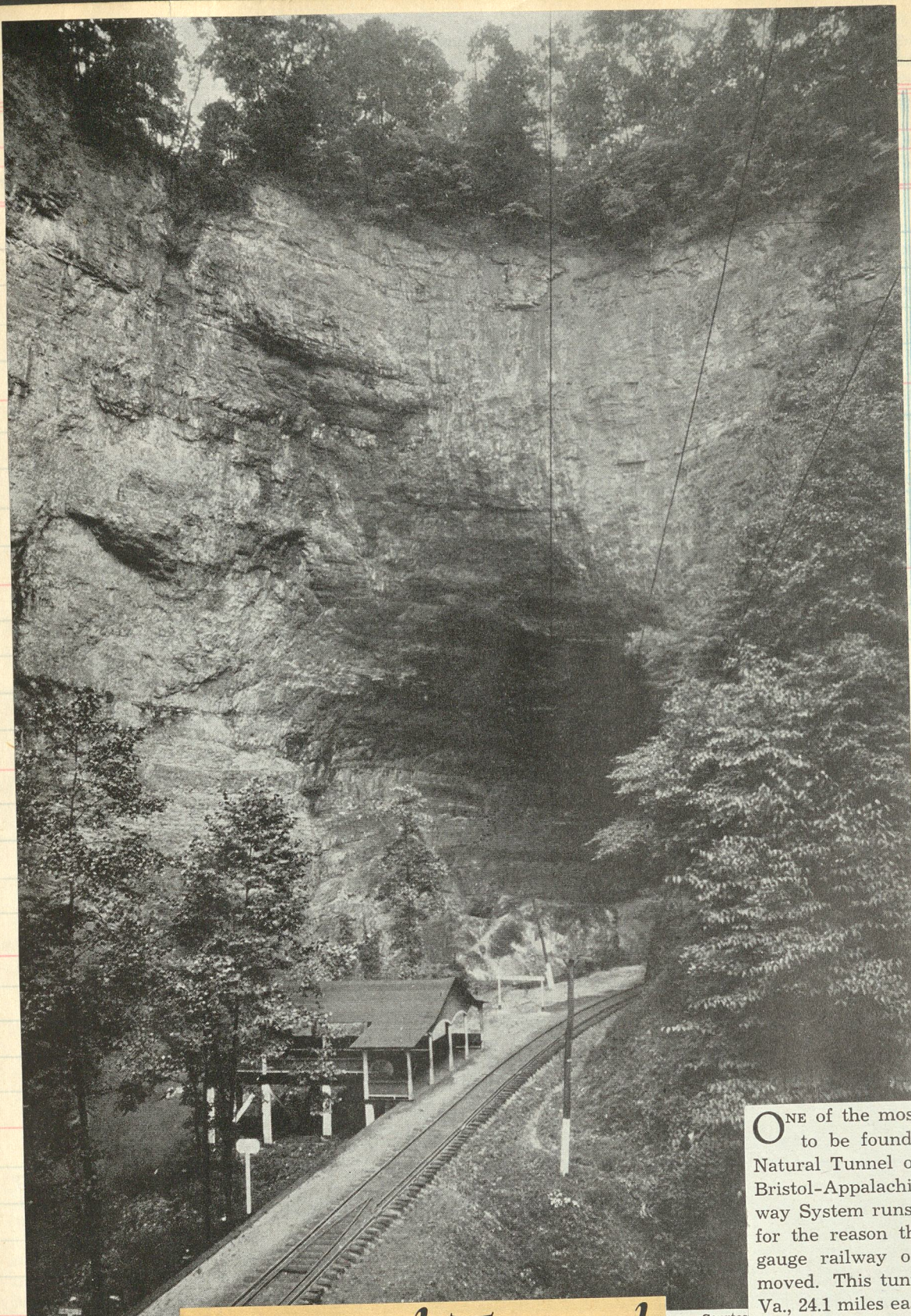
On the right is the #903,
built by Rogers in 1890
c/n 4327 as the Richmond
& Danville #811. To the
Southern noed 383, 884,
903. Was retired in 1952!!



Delivered as Richmond & Danville #828 by Baldwin [c/n 13946] in 1894
Renod as Southern #308, then 949. Retired in 1951.



#947 Baldwin 1894 c/n 13944. Ex R&D
#826, to Sou #306, 947



Natural Tunnel

Courtesy

ONE of the most interesting works of nature to be found in the United States is the Natural Tunnel of Virginia through which the Bristol-Appalachia line of the Southern Railway System runs. It is particularly interesting for the reason that it is used by a standard-gauge railway over which a heavy traffic is moved. This tunnel, which is in Scott County, Va., 24.1 miles east of Appalachia and 45.4 miles west of Bristol, is 788 feet long and provides the channel through Purchase Ridge, a spur of Powell Mountain, for Stock Creek, a small tributary of the Clinch River.

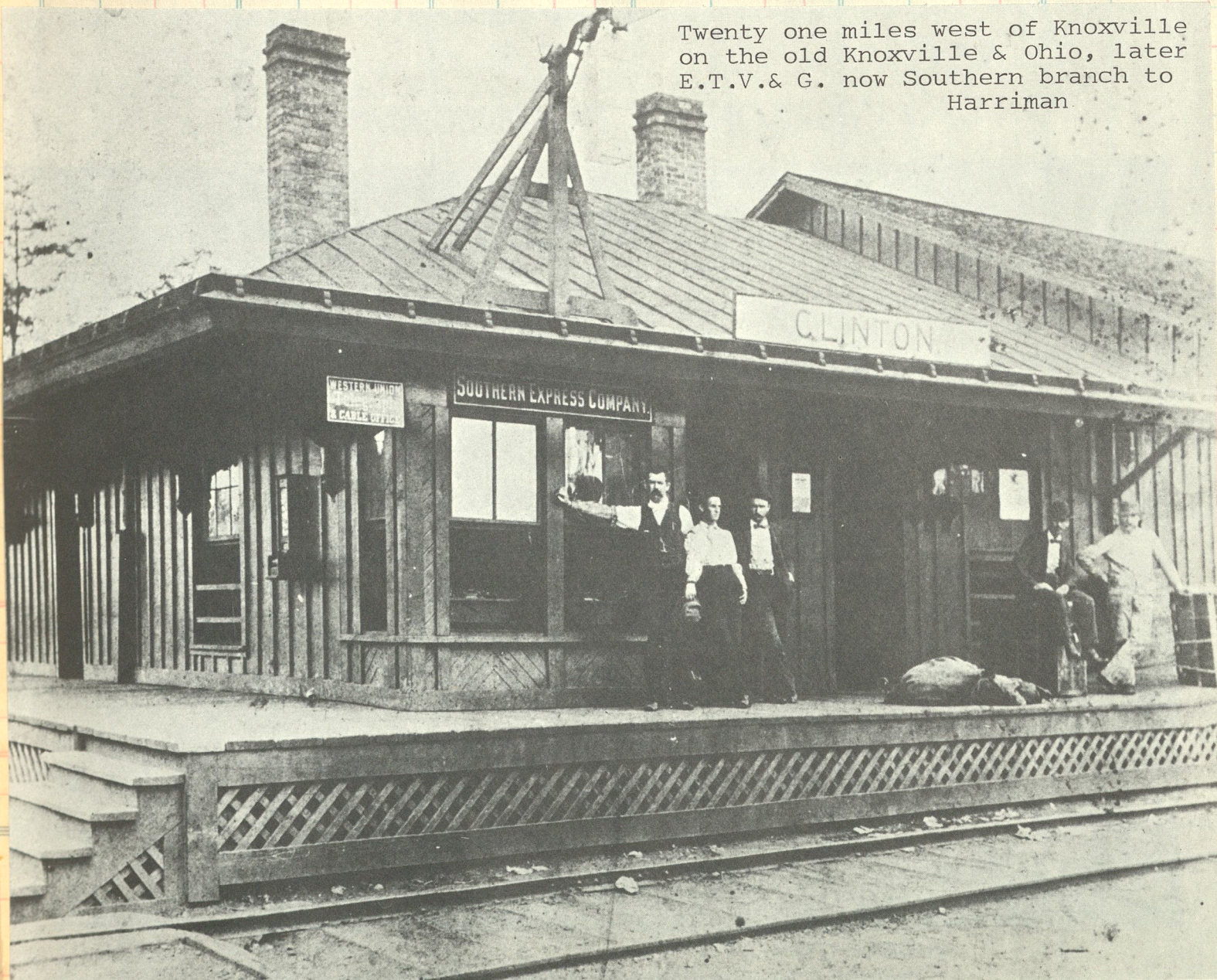


LADSON, SOUTH CAROLINA (1880s)

Southern

A Southern Railway predecessor, the South Carolina Railway built this little station with graceful curves and ornate trimmings and a freight shed in the 1880s. Actually, it was constructed at Summerville, South Carolina, and later moved on flatcars to Ladson. It was dismantled in 1935.

So.



Twenty one miles west of Knoxville on the old Knoxville & Ohio, later E.T.V. & G. now Southern branch to Harriman

CLINTON, TENNESSEE

Southern



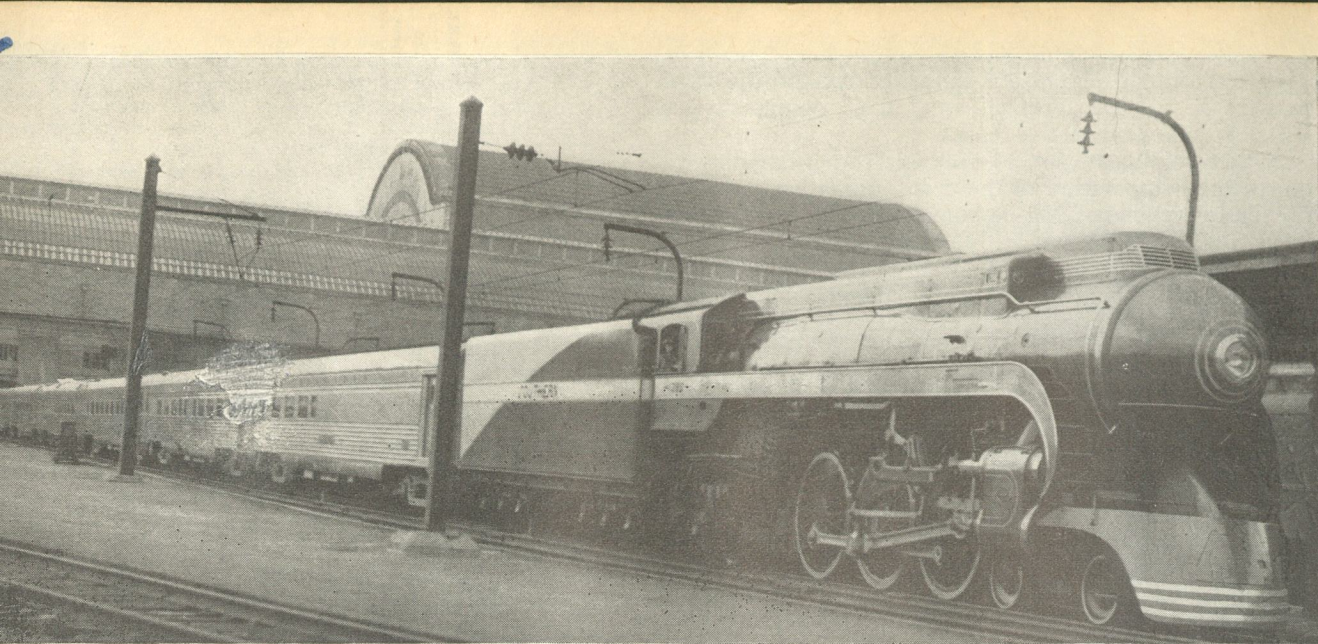
ATLANTA, GEORGIA: UNION STATION (1905)

Southern
Seaboard

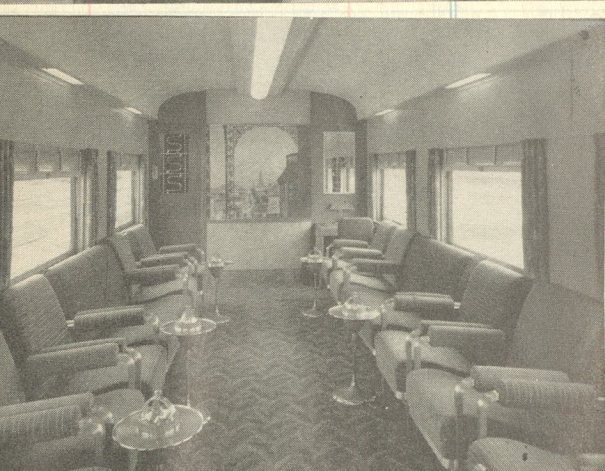
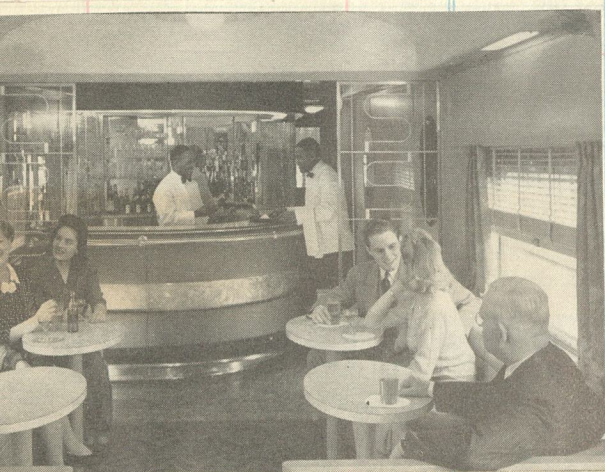
Atlanta & West Point

This Union Station at Atlanta was built in 1905, although the photograph was taken about 1940. The tracks of three railroads came into this terminal—the Southern, the Atlanta & West Point, and the Seaboard. Its architect was P. Thornton Marye, and its builders were Gude and Walker. A large train shed was taken down in 1925, and its towers were shortened before World War II. Its cost was \$1.6 million. The Inman Yards are in the background.

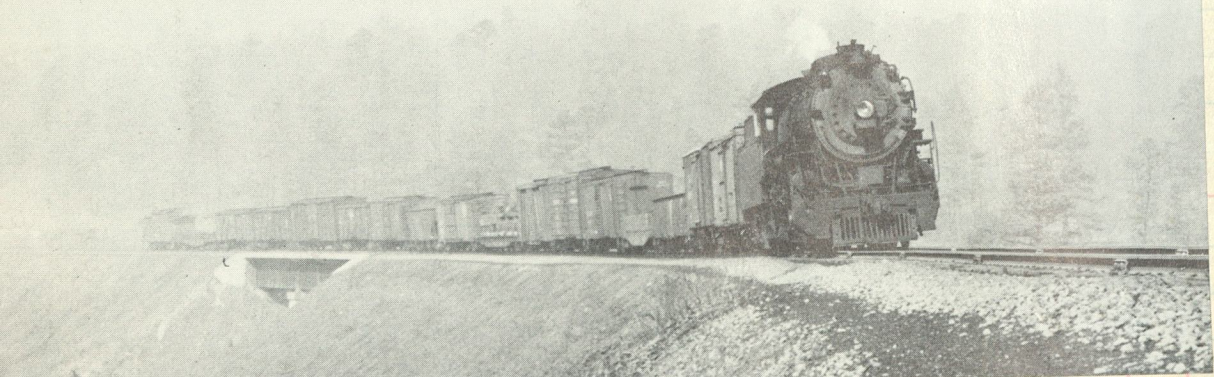
So.



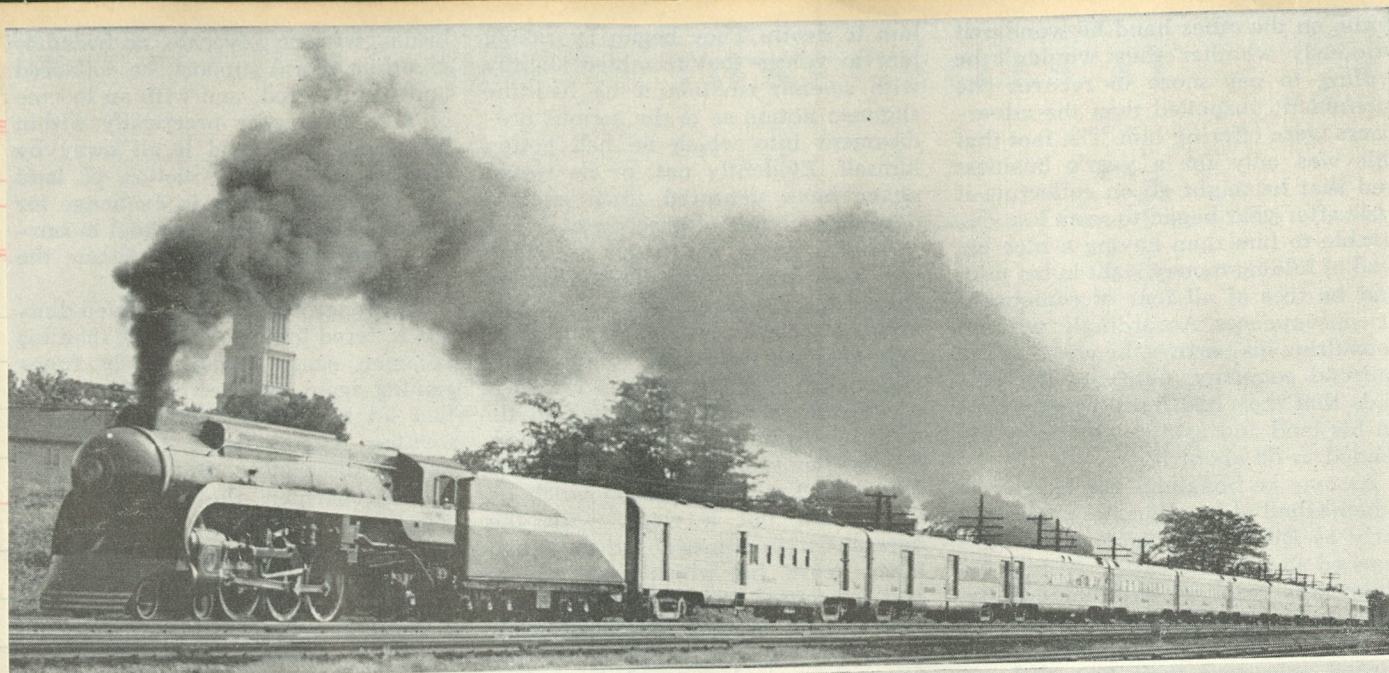
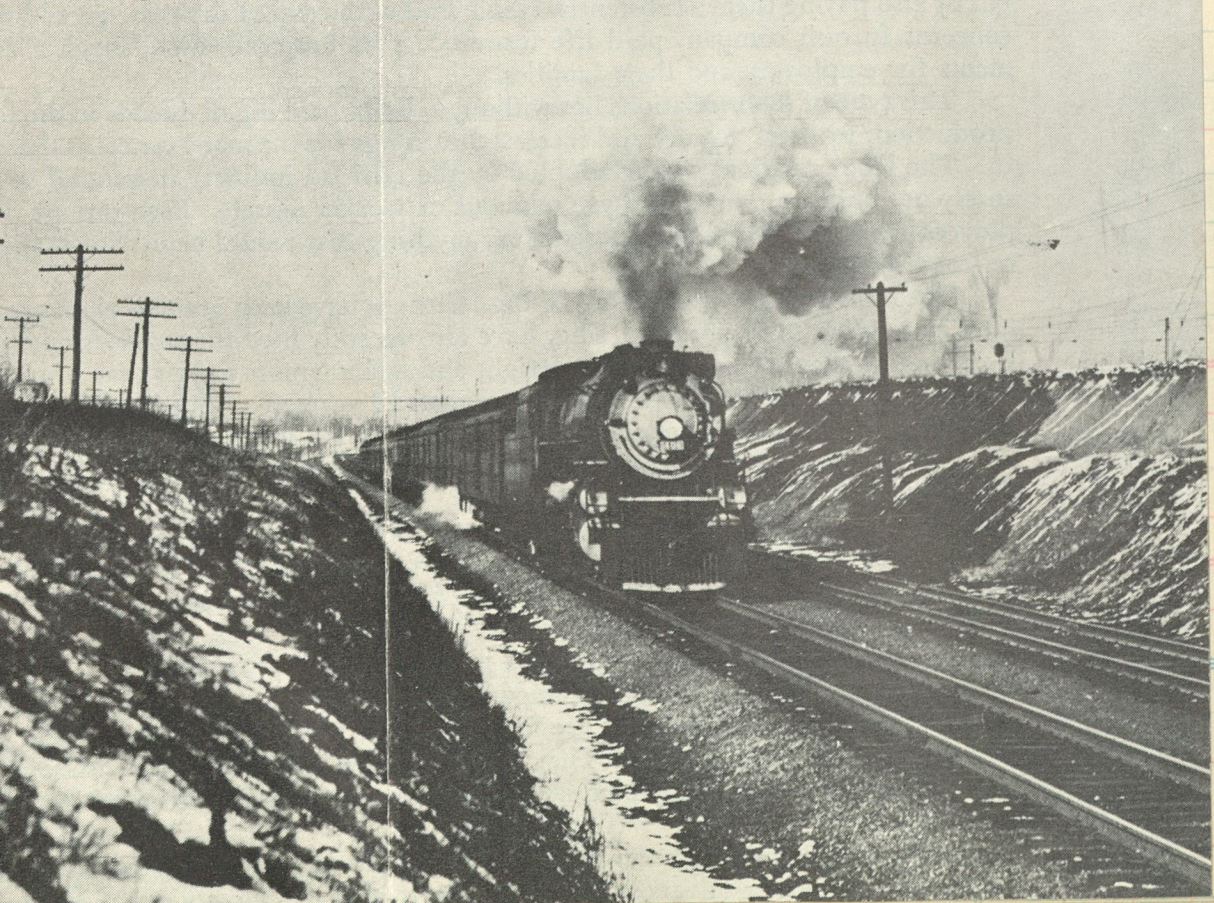
Southern's New Streamliner "Tennessean" Is Here Shown at Union Station, Washington, D. C., Before Its Departure for Memphis.



A Mike drifts along with short cut of cars near Birmingham, Ala

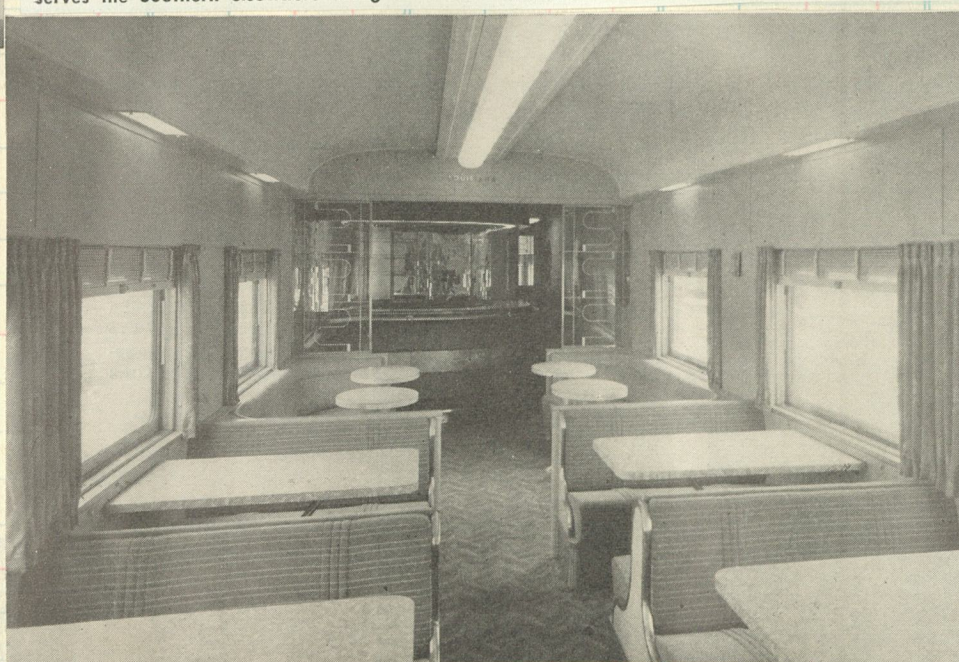
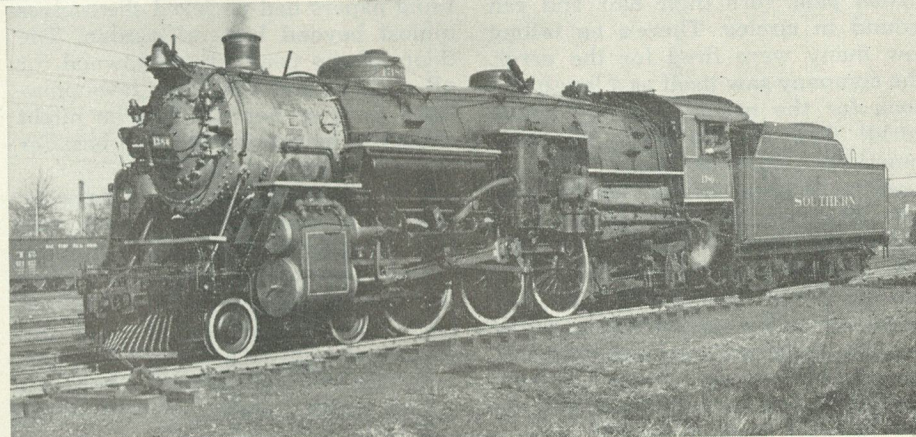


A Ps-4 getting under way with Train #35 outbound from Alexandria, west of "CR" Tower. Poles on left mark the old right of way of the Orange & Alexandria

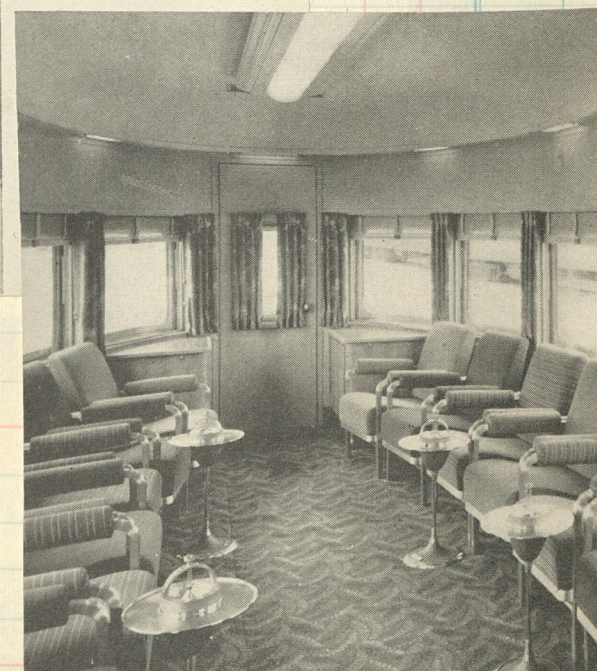


Wiley M. Bryan.

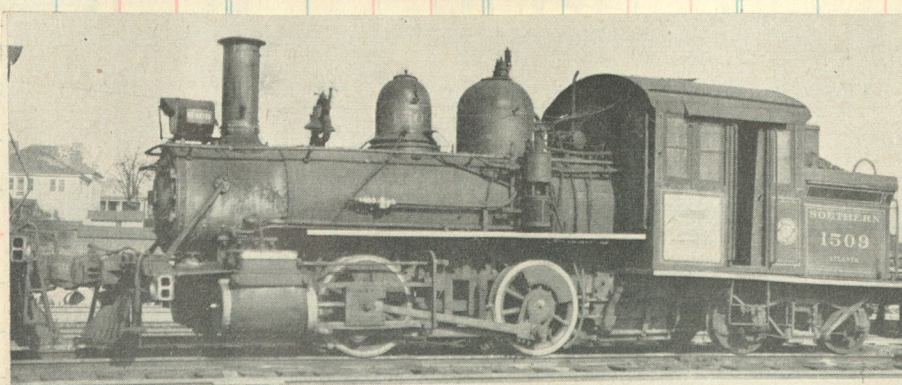
A peculiar routing for a brand-new streamliner was responsible for the new dress applied to Southern Railway Ps-4 Pacific No. 1380 in 1941. When SR introduced its Tennessean, it decided to haul it from Washington to Lynchburg with steam, then switch to diesel at Bristol, since N&W hauls all through SR trains between these cities with its own power. Accordingly, the mechanical force selected this neat 4-6-2 and Otto Kuhler was called in to handle the streamlining. It proved to be a very slick job — note how the running board sides blend into the cylinder heads! Also observe how the Worthington feedwater heater had to be shifted. Now diesels have taken over and 1380 serves the Southern elsewhere along its lines.



The Tavern Section of the Tavern-Lounge-Observation Car



Curved-End Tavern-Lounge-Observation Car



Maud given to Southern employees.

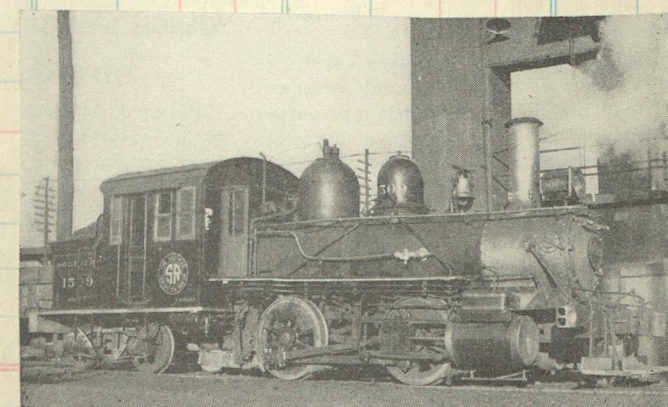
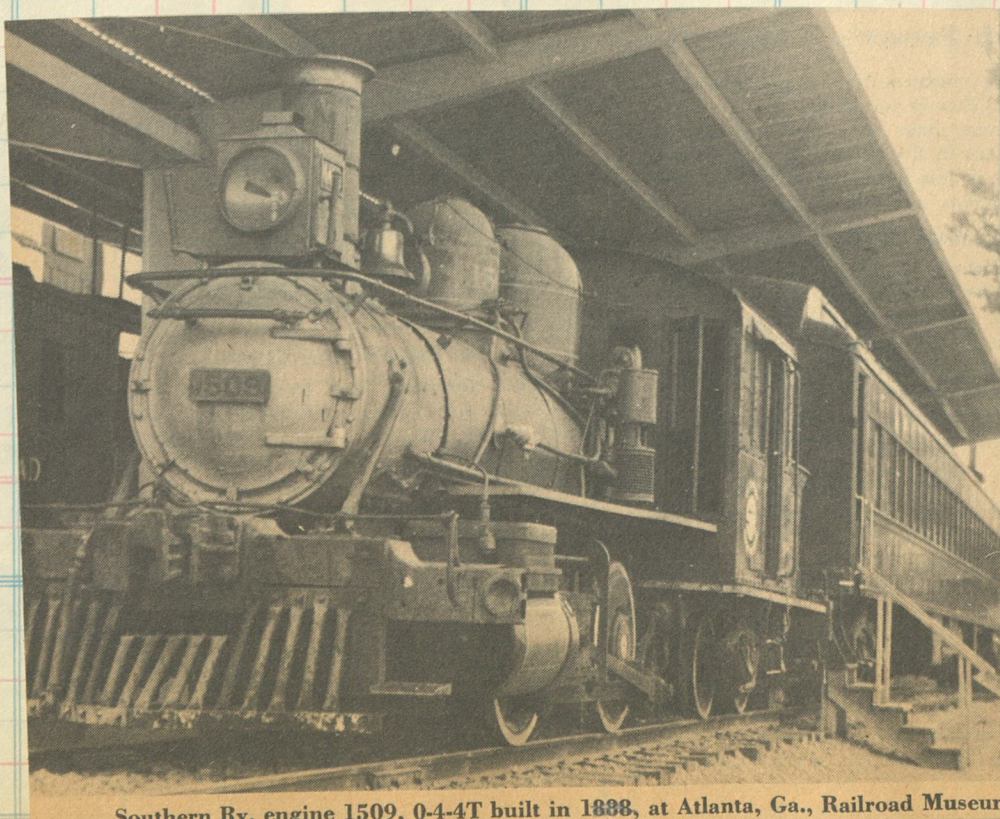


Photo by R. E. Prince, Jr., Norfolk, Va.
The Southern Operates a Shop Engine Called "Maud" at Atlanta, Ga. The Old Girl Was Built in 1880



Southern Ry. engine 1509, 0-4-4T built in 1888, at Atlanta, Ga., Railroad Museum.

R.E.Prince's Southern roster lists the #1509 as built by Baldwin in 1880 for the Alabama & Chattanooga #21. No c/n being shown. The Baldwin builders list fails to show any engines being built for the A&C in 1880. Also the A&C by 1880 was part of the AGS. ??????

Now stored in the Pegram Shops Atlanta.

Clos. No. Sold Am

Clos. No. Sold

Clos. No.

DANVILLE AND WESTERN RAILROAD.

Geo. K. GRIGGS, Supt., Danville, Va.
 Train leaves Danville: 12:45 noon, for Stokes (5 miles); Dan River (8 miles); Buford (13 miles); Oak Hill (16 miles); Cascade (21 miles); Burnt Chimneys (32 miles); Martinsville (43 miles), arriving at Stuart (75 miles) 6:10 p.m. Returning, leaves Stuart 7:00 a.m., arriving at Danville 10:40 a.m. March 18, 1892.
 Accommodation Train—Leaves Danville 8:40 a.m., arriving at Spencer (56 miles) 2:00 p.m. Returning, leaves Spencer 2:15 p.m., arriving at Danville 7:20 p.m. Leaves Danville for Leaksville 12:30 p.m. Leaves Leaksville for Danville 4:40 a.m.
 CONNECTION.—1 With Rich. & Dan. R.R. 2 With Norf. & West. R.R.

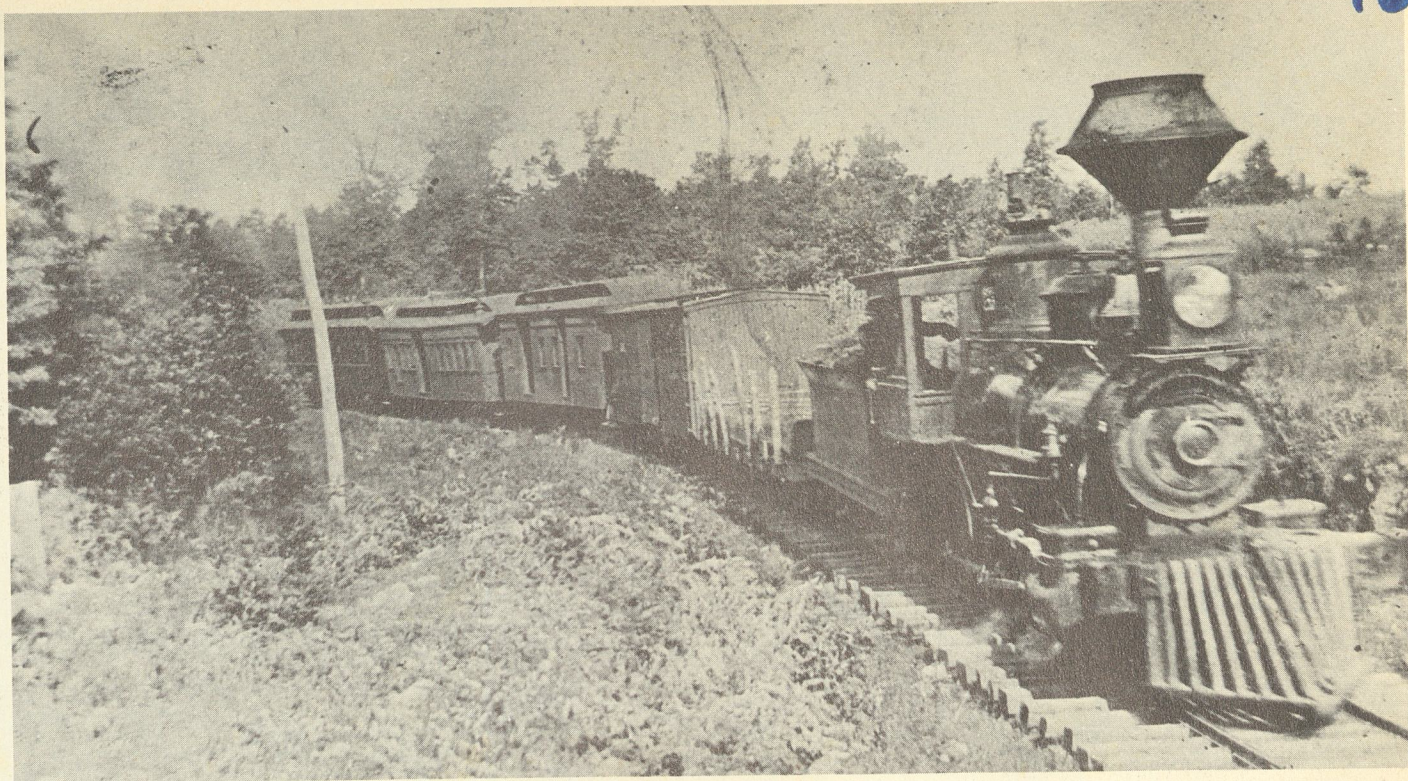
TABLE 78 DANVILLE & WESTERN RAILWAY C. H. Dunn, G. F. & P. A., Atlanta, Ga., W. J. O'Pry, Supt., Danville, Va.

Mixed	1940	Mixed
Ex Sun	Eastern Time	Ex Sun
6:16	Le New York (P.R.R.)... N.Y.	6:55
8:07	Philadelphia (Pa. Sta.)... Pa.	8:01
9:40	Baltimore... Md.	9:59
10:38	Washington (So. Ry.)... D. C.	11:35
4:17	Le Danville... Va.	7:40
5:30	Le (D. & W. Ry.)... Va.	6:00
6:21	Leaksville Jct. ... Va.	4:03
6:33	Draper... N. C.	3:50
6:45	Spray... "	3:40
6:52	Leaksville... Va.	3:35
8:20	Axton... "	2:22
8:57	Martinsville... "	1:42
9:29	Koehler... "	1:15
9:33	Fieldale... "	1:05
10:02	Spencer... "	12:39
10:42	Patrick Springs... "	11:52
11:00	Stuart... Va.	11:35

Nos. 3 and 4 stop on signal at Jaffa to receive or let off passengers. A-No. 3 & No. 4
 @-No. 3 & No. 4. x-No coaches Washington to Wilmington, nor baggage service
 Washington to New York; coach passengers leave Washington P.R.R. train No.
 110 at 1:50 AM, arriving New York 6:20 AM.



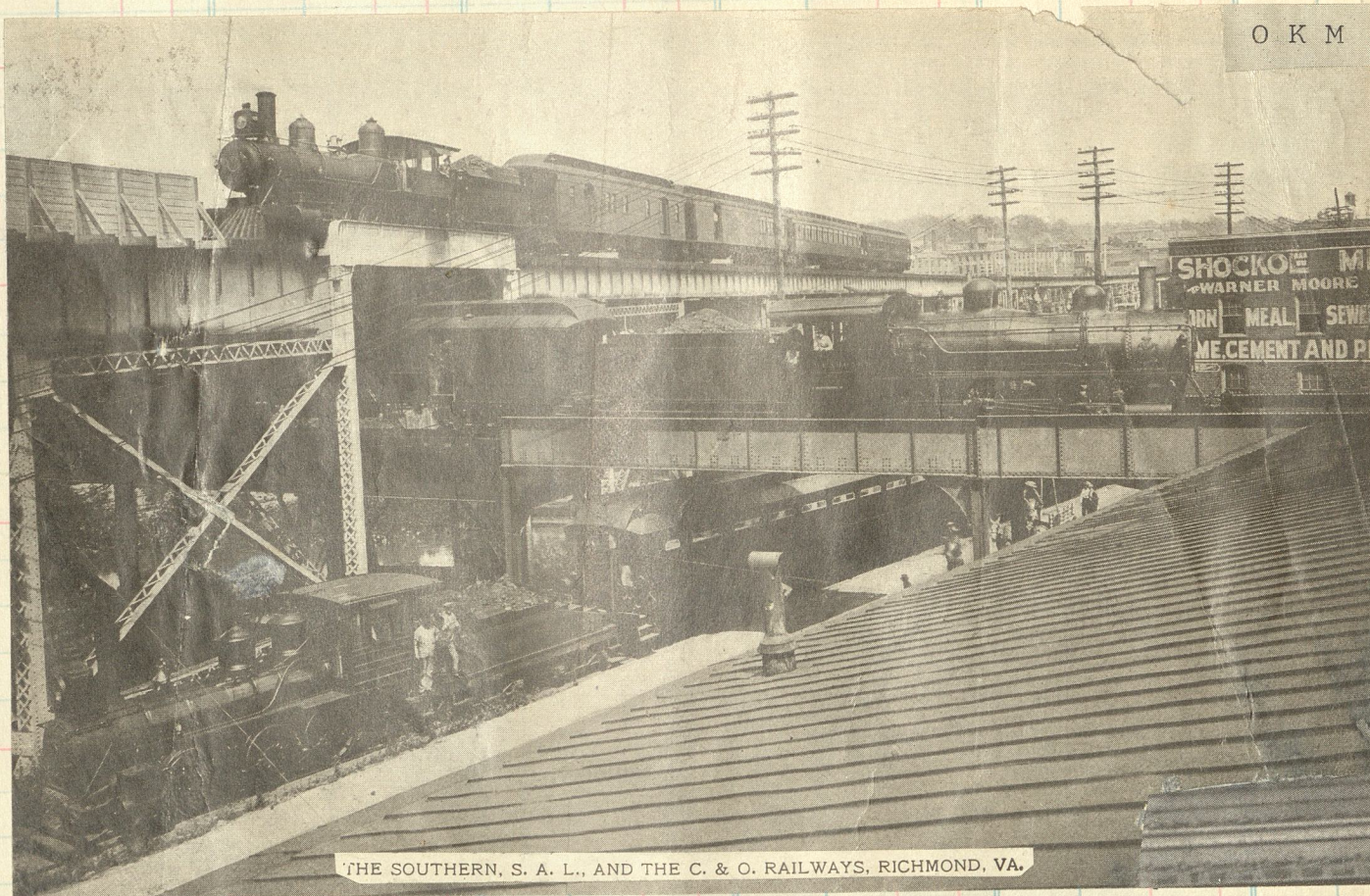
A three car accommodation on the old Louisville, Evansville & St. Louis crosses the Big Black River near Milltown 34 miles west of Louisville. 4-4-0 #17 was blt by Rhode Island in 1886 c/n 1719.



On the narrow gauge Danville & Western in 1883. This five car mixed near Axton, Va. and the engine, possibly, was the former Elberton Air Line #1 blt by Baldwin in 1878 c/n 4361. Later as Southern #N-3.



Westbound Trn #1, Norfolk to Danville local, makes a brief station stop at Boydton. Pacific 1227 (Richmond 1905 c/n 37611) doing the honors.



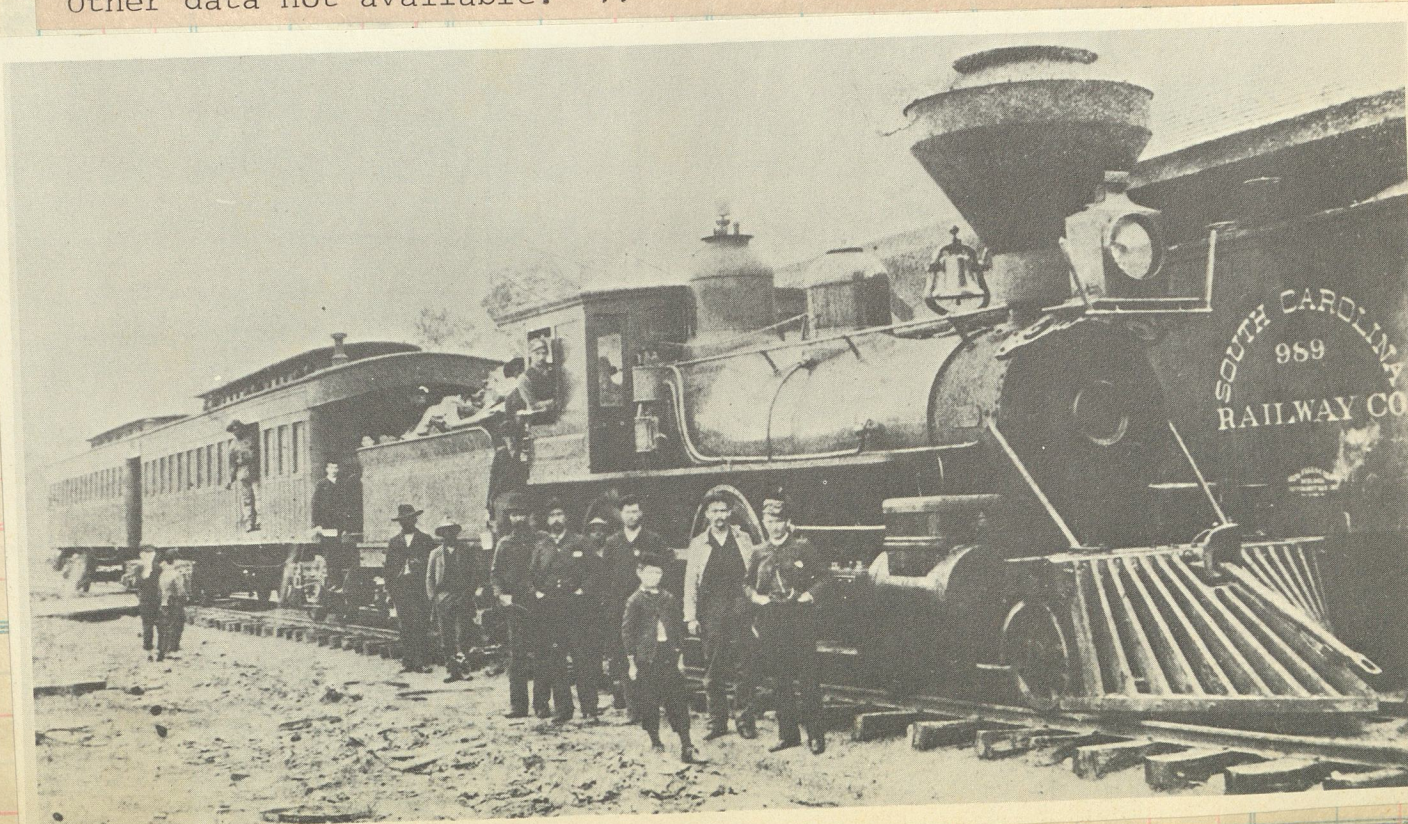
THE SOUTHERN, S. A. L., AND THE C. & O. RAILWAYS, RICHMOND, VA.



Virginia State Chamber of Commerce: Flourney.

This is the Atlantic & Danville while it was still operated by the Southern. Boydton, Va., like all other towns on the A&D, has been without passenger service since the new management took over in the summer of 1949. Before that, Southern ran (at a loss) one daily accommodation train in each direction. In 1899, A&D had 50 miles of 3'-0" gauge; the balance was 4'-9", as was the Southern at that time. The gauge is now 4'-8 1/2."

Original caption placed this as a train of the Barnwell RR that operated nine miles between Blacksville and Barnwell, S.C. Other data not available. ??



C.N.O. & T.P.

Cincinnati, New Orleans & Texas Pacific Railway

SOUTHERN RAILWAY SYSTEM

Clos. No. Sold Amount

**RIDE THE
Florida Sunbeam**
(Air-Conditioned)
Direct Daily Service to Both the
EAST and WEST COASTS of FLORIDA

The 6482 attacking the
Erlanger hill south of
Ludlow with Trn #5, the
winter season
FLORIDA SUNBEAM

Originally, the "Queen and Crescent Route" was merely an advertising slogan, as the route was made up of five distinct railroads: Cincinnati Southern, Alabama Great Southern, New Orleans & North Eastern, Alabama & Vicksburg, and Vicksburg, Shreveport & Pacific. These were also referred to as the Associate Roads. The legal department was very strict in its ruling that they were not the Associated Roads. There was something magic in leaving off the final d. Each road stood on its own feet. . . . Cincinnati has been the Queen City since Charles Dickens' time, and New Orleans has been the Crescent City for many years. . . . The legal name of the road from Cincinnati to Chattanooga is Cincinnati Southern; in my time the full name was Cincinnati, New Orleans & Texas Pacific (Lessees of the Cincinnati Southern). I started as a tariff mailing clerk and finished as vice-president.

Thomas C. Powell, Retired, 1721 State St., New Orleans, La.

FLORIDA SUNBEAM—Trains Nos. 5 and 6.
Last trip from Detroit, April 20th; Cleveland and Cincinnati, April 21st; Miami and St. Petersburg, April 22d.
★ Sleeping Cars: ★ Detroit-Miami—3-Section, Buffet-Lounge.
★ Detroit-Miami—10-Section, 2 Double Bedroom, 1 Compartment.
★ Detroit-Miami—6 Compartment, 3 Drawing-room.
★ Detroit-St. Petersburg—8-Section, 1 Drawing-room, 2 Compartment.
★ Toledo-Miami—10-Section, 1 Drawing-room, 2 Compartment.
(Leave Toledo Tues., Thurs., Sat. Leave Miami Wed., Fri., Sun.)
★ Cleveland-Miami—4-Section, 1 Drawing-room, 2 Compartment.
★ Cleveland-St. Petersburg—10-Section, 1 Drawing-room, 2 Compartment.
★ Cincinnati-Miami—10-Section, 1 Drawing-room, 2 Compartment.
Southbound, Sleeping Cars ready 930 p.m. at Cleveland and Toledo, 1000 p.m. at Detroit; northbound, may be occupied until 800 a.m. at Detroit, Toledo and Cleveland.
★ Dining Cars (see page 484). ★ Air-Conditioned Coaches.

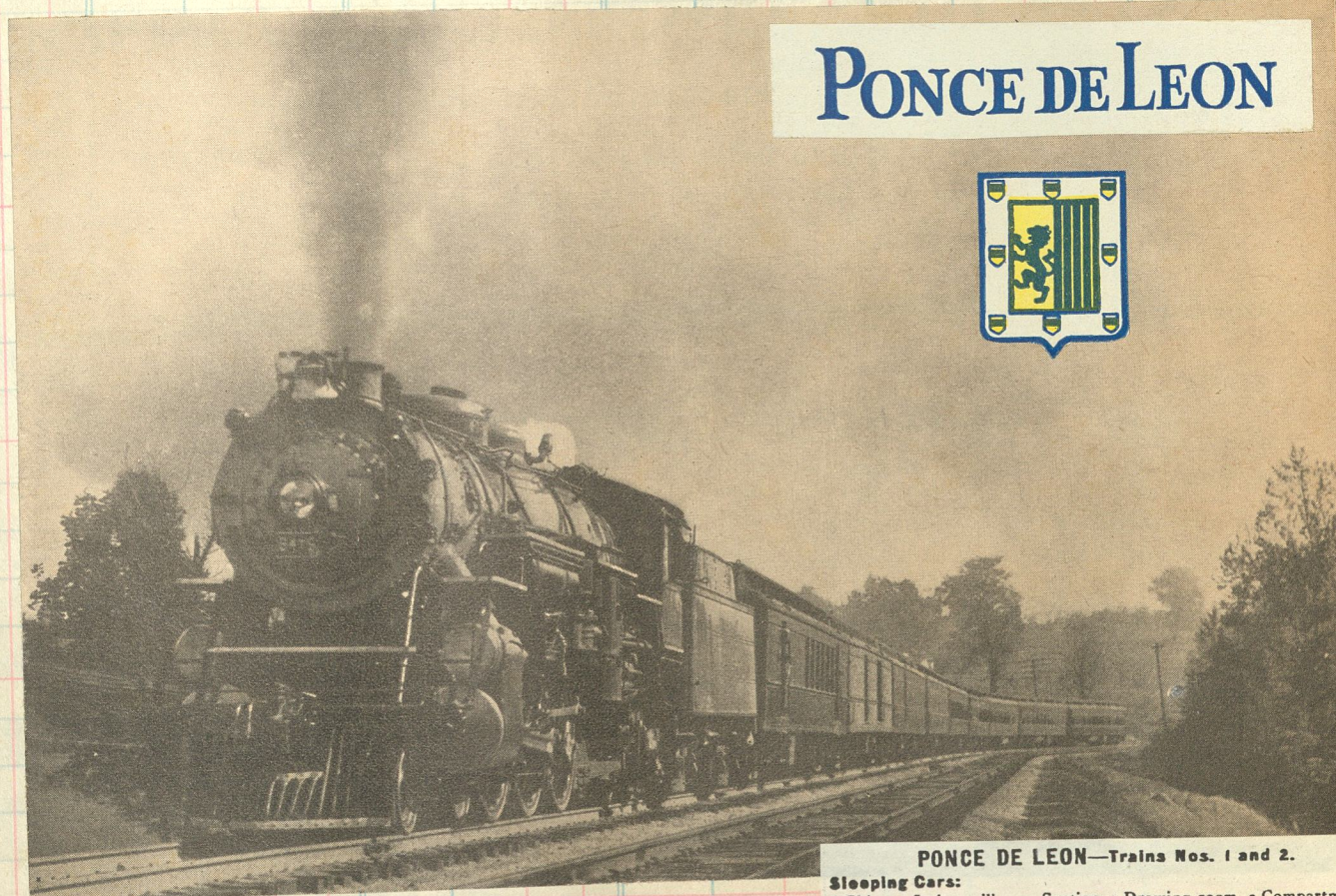
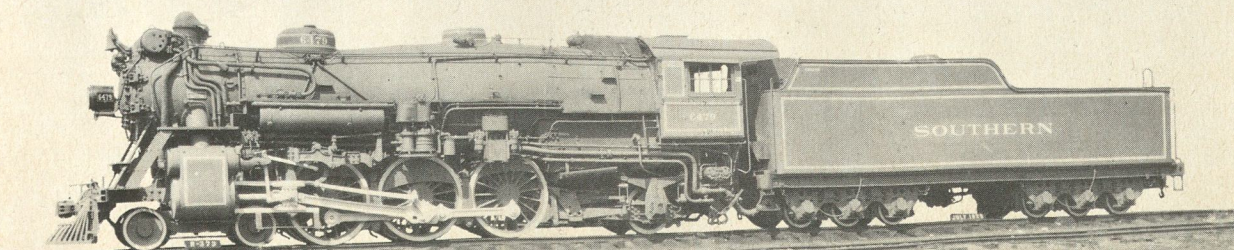


The southbound "Royal Palm", Trn #3, glides across the Burnside bridge behind Eng #6478

EQUIPMENT

★ Sleeping Cars:
★ Chicago-Jacksonville.....10-Section, 2 Drawing-room.
★ Detroit-Jacksonville.....10-Section, 2 Drawing-room.
★ Cleveland-Jacksonville.....10-Section, 1 Drawing-room, 2 Compartment.
★ Cincinnati-Jacksonville.....10-Section, 1 Drawing-room, 2 Compartment.
★ Atlanta-Brunswick.....10-Section, 1 Drawing-room, 2 Compartment.
(southbound in No. 3, northbound in No. 8).
★ Dining Car Service.
★ Air-Conditioned Coaches.
Sleeping Cars may be occupied at 930 p.m. and until 730 a.m. at Jacksonville, and until 800 a.m. at Brunswick.
★ Regularly Assigned Cars AIR-CONDITIONED.

CNO&TP 6476-6482 class Ps-4 c/n 66895 Richmond 1926



PONCE DE LEON

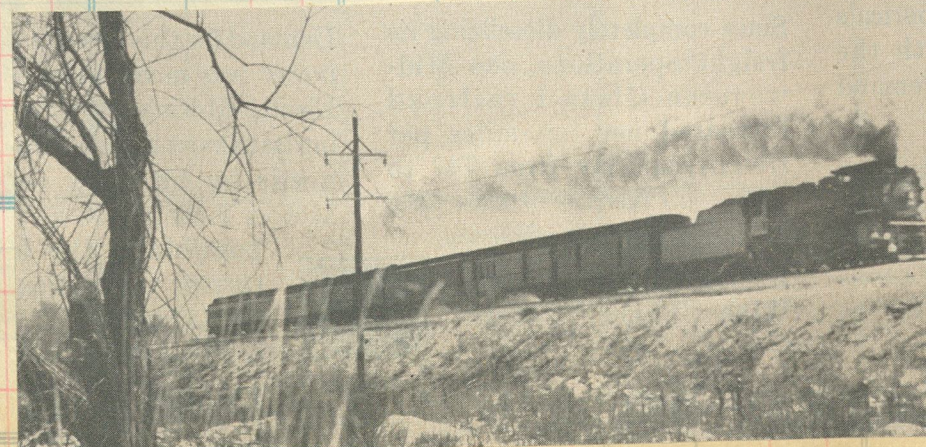


The 6476 with Trn #2

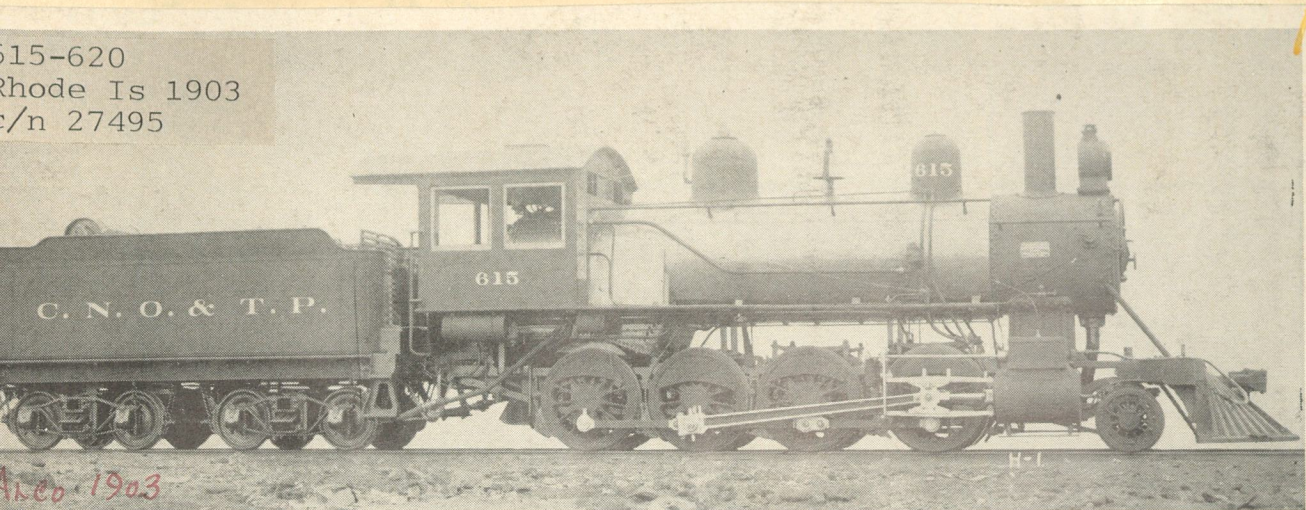
PONCE DE LEON—Trains Nos. 1 and 2.
★ Sleeping Cars:
★ Chicago-Jacksonville—10-Section, 1 Drawing-room, 2 Compartment.
★ Detroit-Miami—10-Section, 2 Drawing-room.
★ Cleveland-Miami—10-Section, 2 Drawing-room.
★ Cincinnati-Jacksonville—10-Section, Observation.
★ Dining Cars (see page 476). ★ Air-conditioned Coaches.

J. R. D., Mt. Pleasant, Mich.—The Cincinnati, New Orleans & Texas Pacific, now part of the Southern system, was chartered in 1881, when it leased the Cincinnati Southern, which had been begun by the City of Cincinnati in 1869 and completed in 1880. In 1907 it ran from Cincinnati, O., to Chattanooga, Tenn., 338 miles, and owned 174 locomotives and 11,352 cars.

Trn #15, Cincinnati to
Ashville local streaking
along south of Lexington.

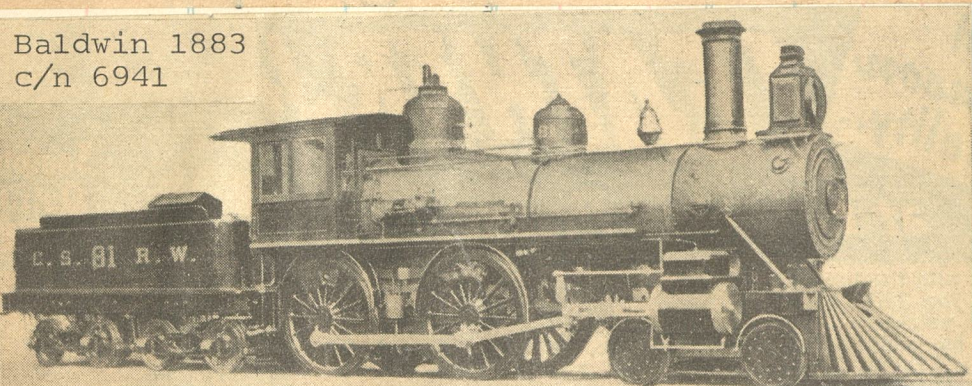


615-620
Rhode Is 1903
c/n 27495

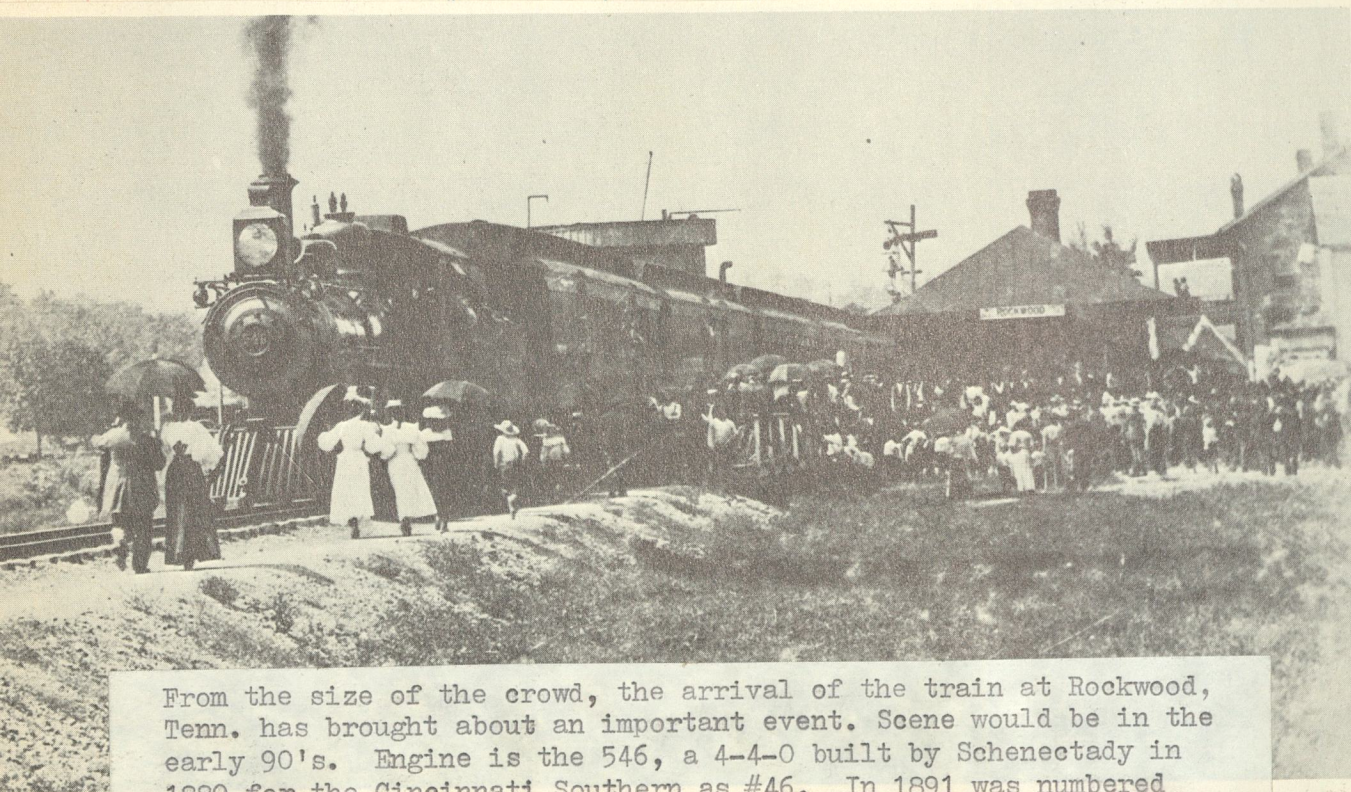


Renumbered 6116 and was sold in 1923

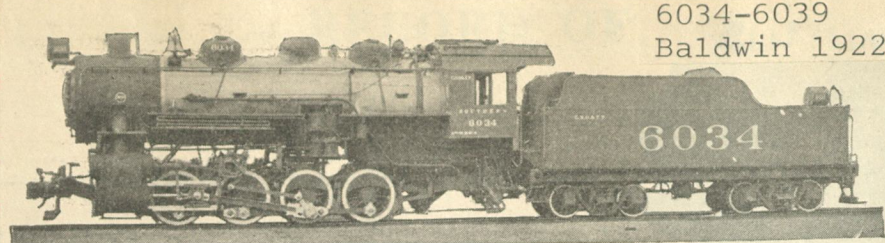
Baldwin 1883
c/n 6941



From collection of Joseph Lucette, 4615 66th St., Woodside, Long Island, N. Y.
NUMBER 81 of Cincinnati Southern Rail Way (now Southern)



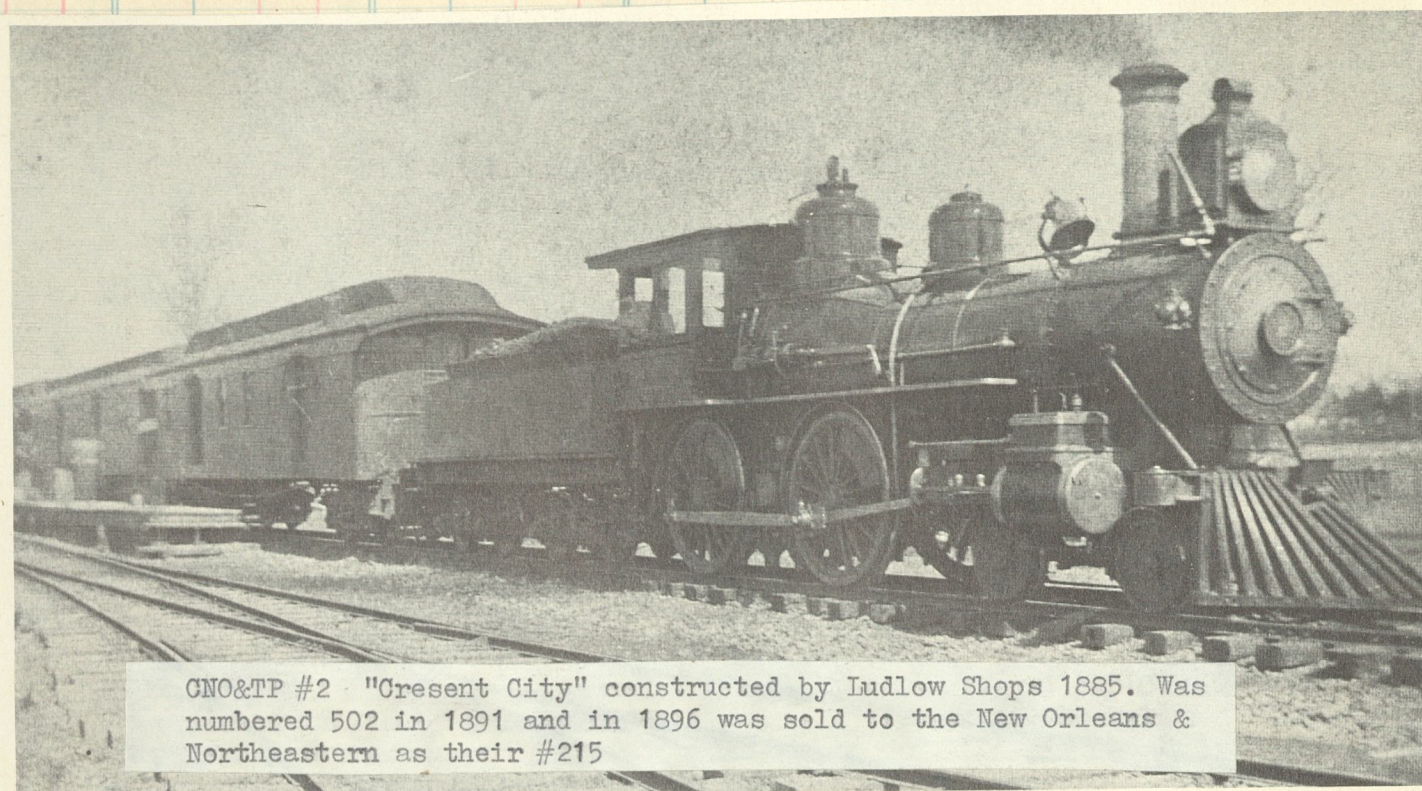
From the size of the crowd, the arrival of the train at Rockwood, Tenn. has brought about an important event. Scene would be in the early 90's. Engine is the 546, a 4-4-0 built by Schenectady in 1880 for the Cincinnati Southern as #46. In 1891 was numbered C.N.O. & T.P. #546. Again renumbered 533 in 1896.



6034-6039
Baldwin 1922

BUILT FOR THE SOUTHERN RAILWAY SYSTEM (CINCINNATI, NEW ORLEANS & TEXAS PACIFIC RAILWAY)

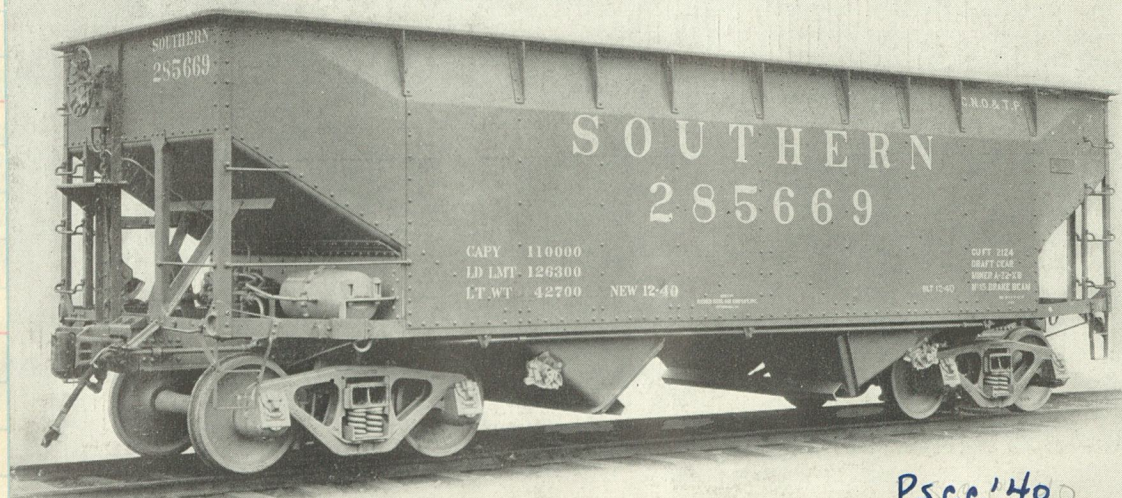
Cylinders 25" x 28"
Driving wheels, diameter 51"
Weight, total engine 215,770 lb.
Tractive force 51,000 lb.



CNO&TP #2 "Crescent City" constructed by Ludlow Shops 1885. Was numbered 502 in 1891 and in 1896 was sold to the New Orleans & Northeastern as their #215



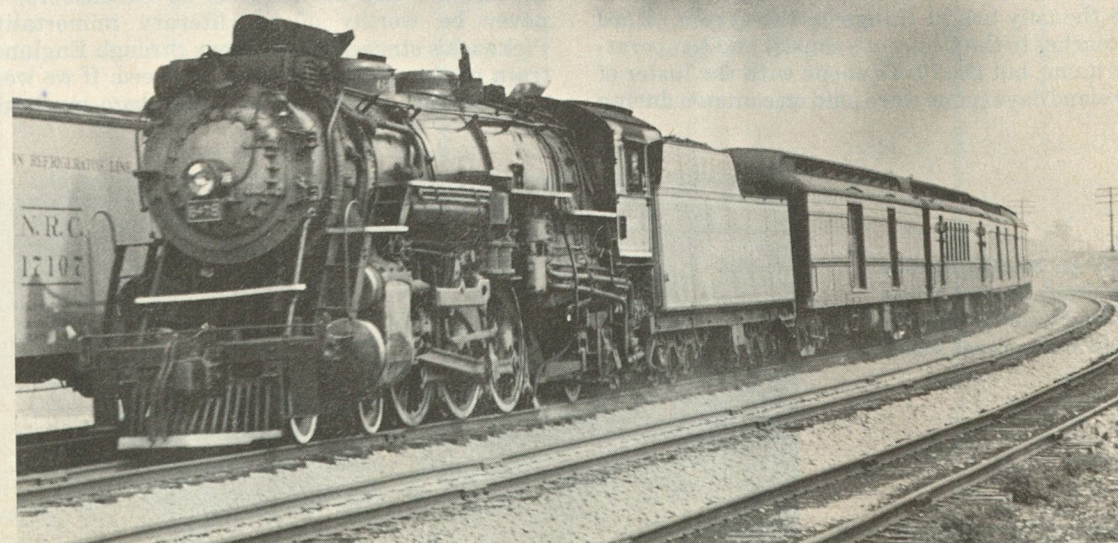
CNO&TP



Pscc'40

Royal Palm

All-Year Florida Train

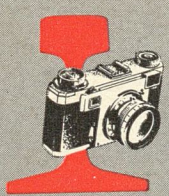


Howard Blackburn

IN April 1942, Cincinnati, New Orleans & Texas Pacific 6478 gave the RPO clerks a breezy ride near High Bridge, Ky., as she got a wheel on the southbound Royal Palm limited.

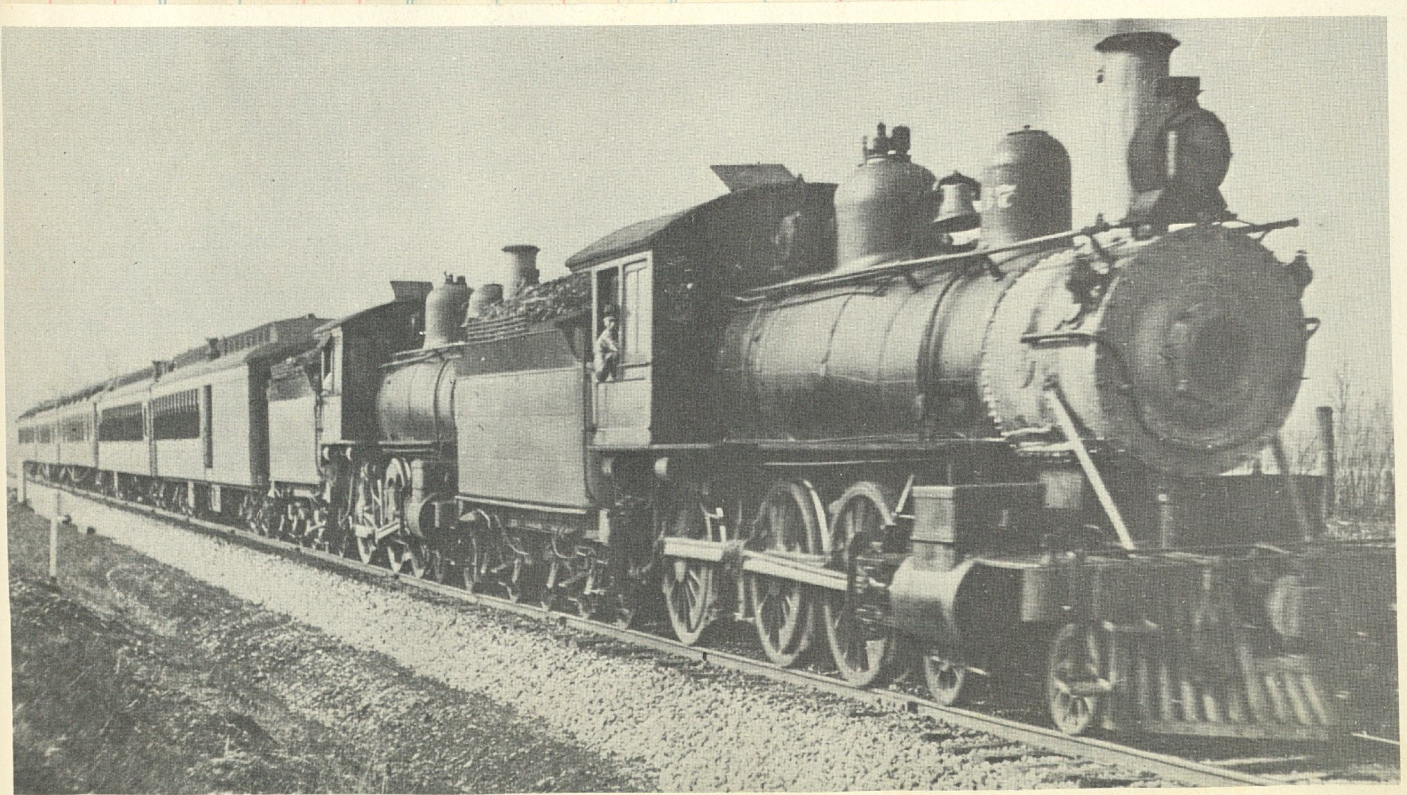


EN ROUTE to Florida, the Royal Palm comes boiling across a high steel bridge near Alpine, Ky., on the fabled "Rat Hole Division" (SR's Cincinnati, New Orleans & Texas Pacific subsidiary) behind the 6476, a heavy Ps-4 Pacific with a smoke hood extension.

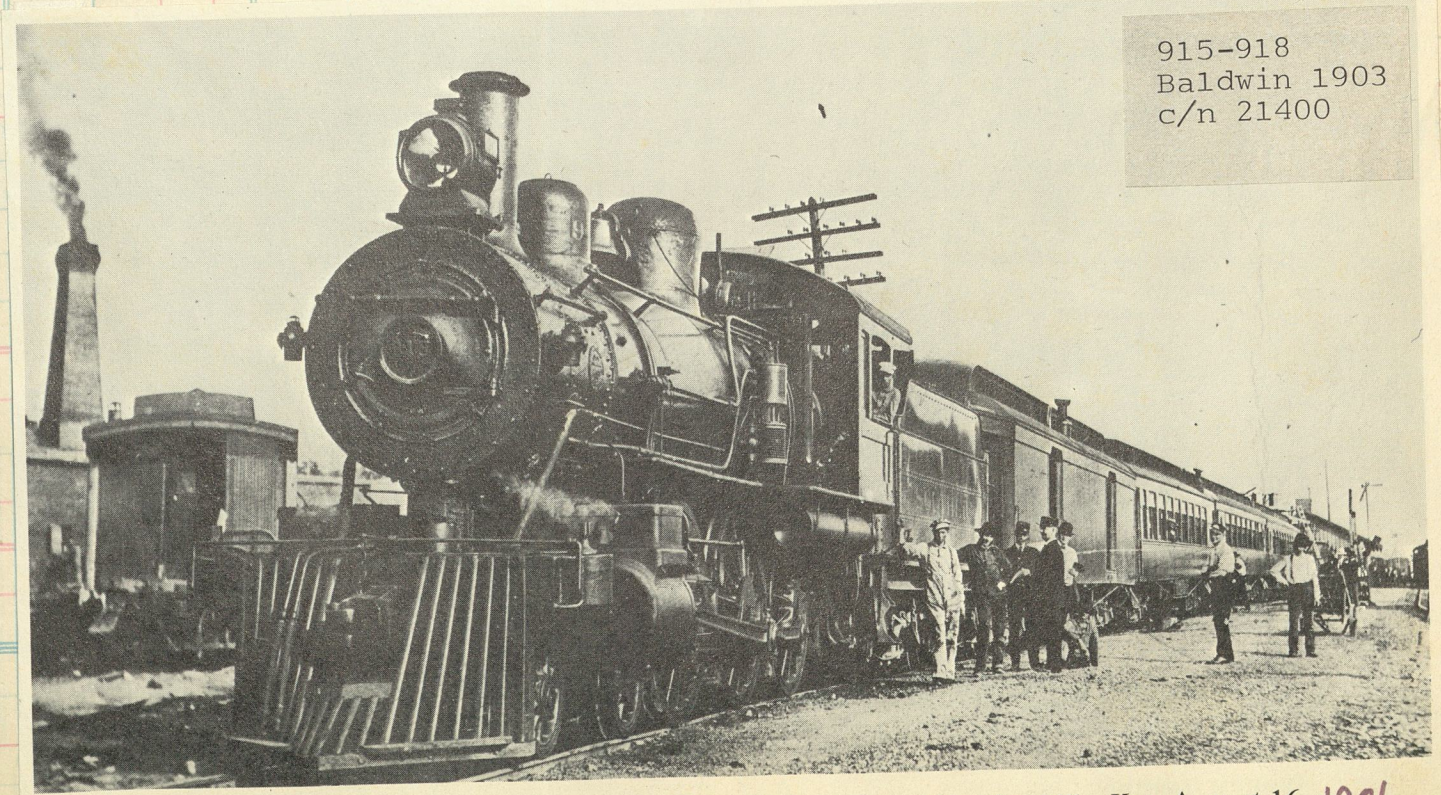


IF you traveled into Chattanooga in 1915 on Southern's Cincinnati-New Orleans Queen & Crescent Route over the rails of the system's subsidiary Cincinnati, New Orleans & Texas Pacific, this limited might have been your conveyance. The vestibuled but wooden ~~214~~-car consist is in the charge of CNO&TP Ten-Wheeler 565 (formerly 509, subsequently 6411), a Baldwin outshopped in October 1893. The tender seems to be having trouble maintaining its equilibrium, but the railroad's maintenance of the engine and track leaves naught to be desired.

John B. Allen; collection of Alton B. Lanier.

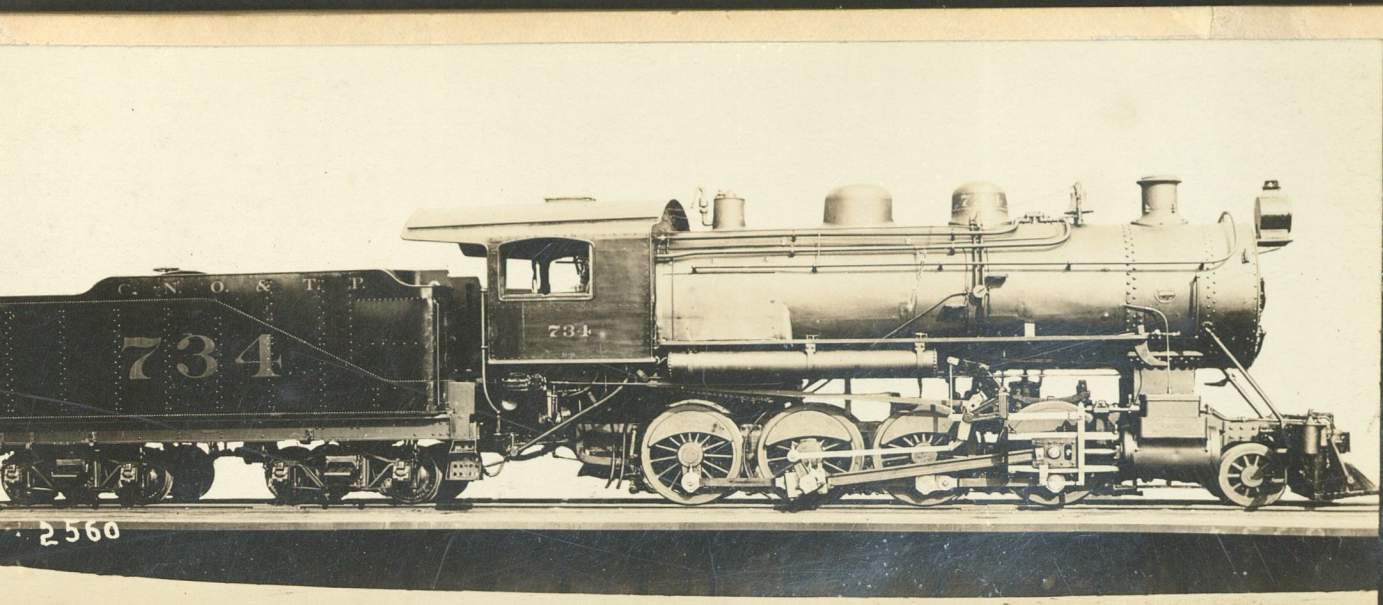


Cincinnati, New Orleans and Texas Pacific Railroad Train No. 1, "THE CAROLINA SPECIAL" doubledheaded somewhere in Kentucky in 1912.



915-918
Baldwin 1903
c/n 21400

Cincinnati, New Orleans & Texas Pacific, in the "pocket track" at Danville, Ky., August 16, 1906



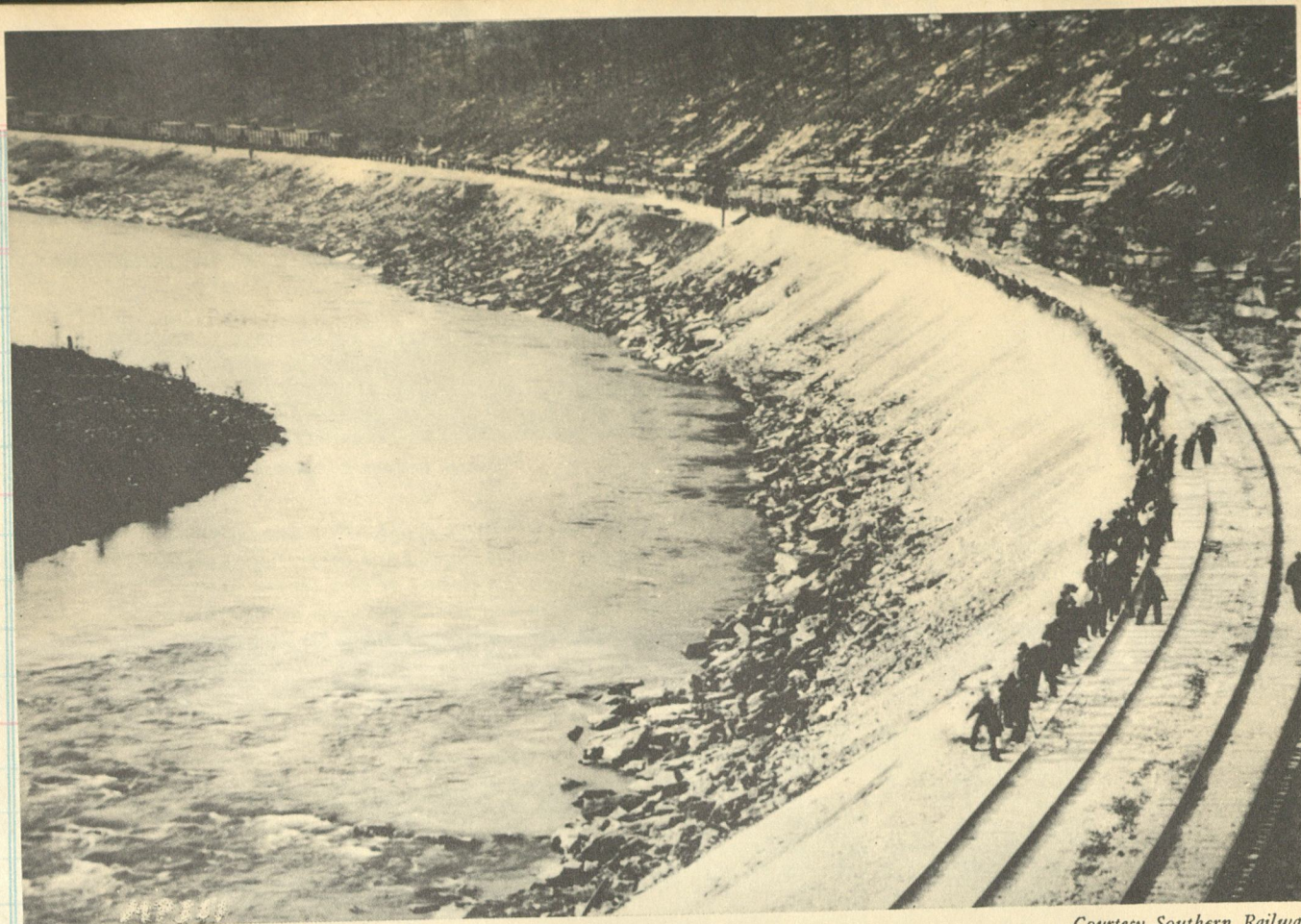
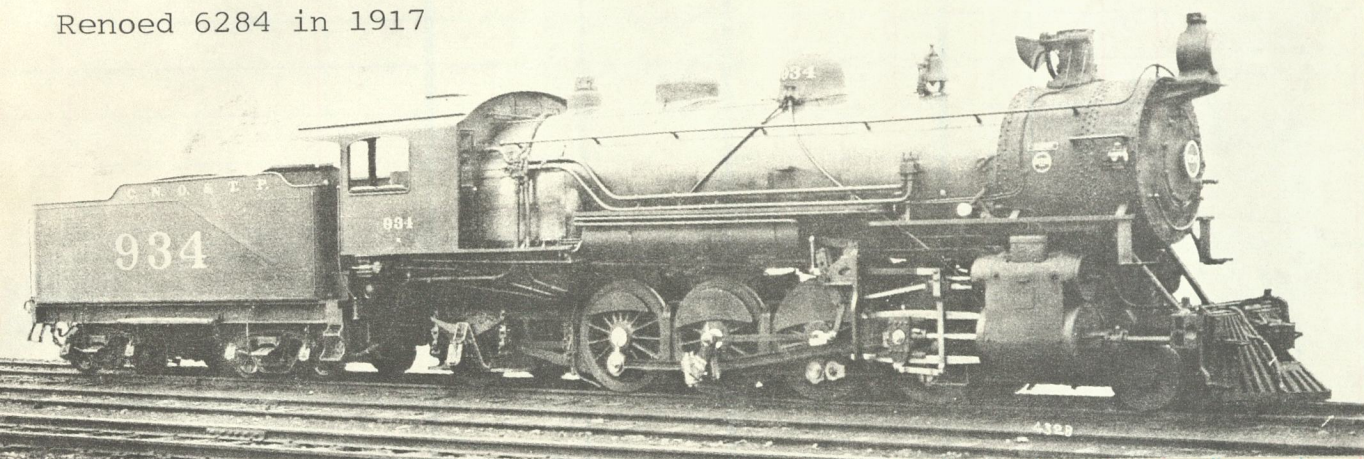
Twenty five 2-8-0's were delivered by Baldwin in 1907 noed 710-734 c/n 32029 In 1917 was noed Southern #6214.

CNO&TP 925-934

c/n 39420

Baldwin 1913

Renoed 6284 in 1917

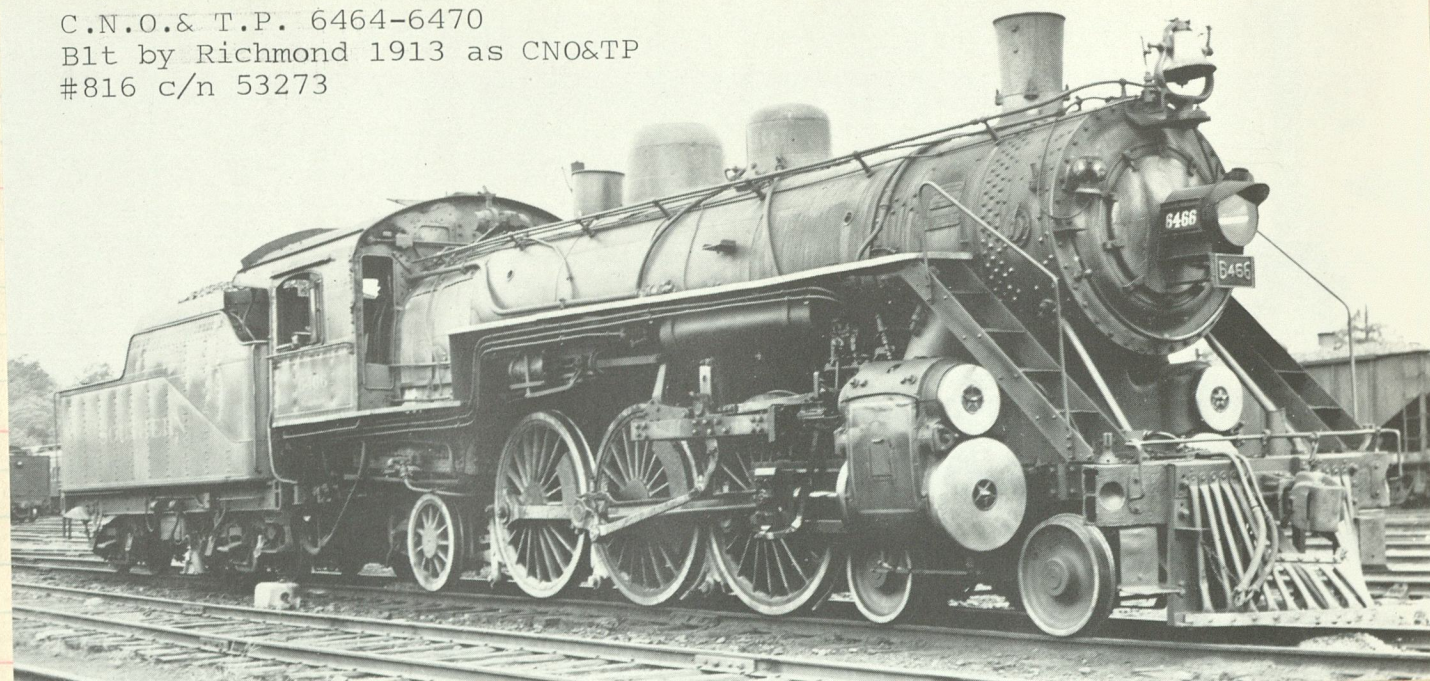


Courtesy Southern Railway.

WASHOUT

Mountain streams go down almost as quickly as they rise. This one looks peaceful, but five days before this picture was made, in March, 1929, it washed out the double-track Queen & Crescent line of the Southern Railway system, with great loss. A veritable army of men worked day and night getting the road in shape to carry trains after the washout.

C.N.O. & T.P. 6464-6470
Blt by Richmond 1913 as CNO&TP
#816 c/n 53273

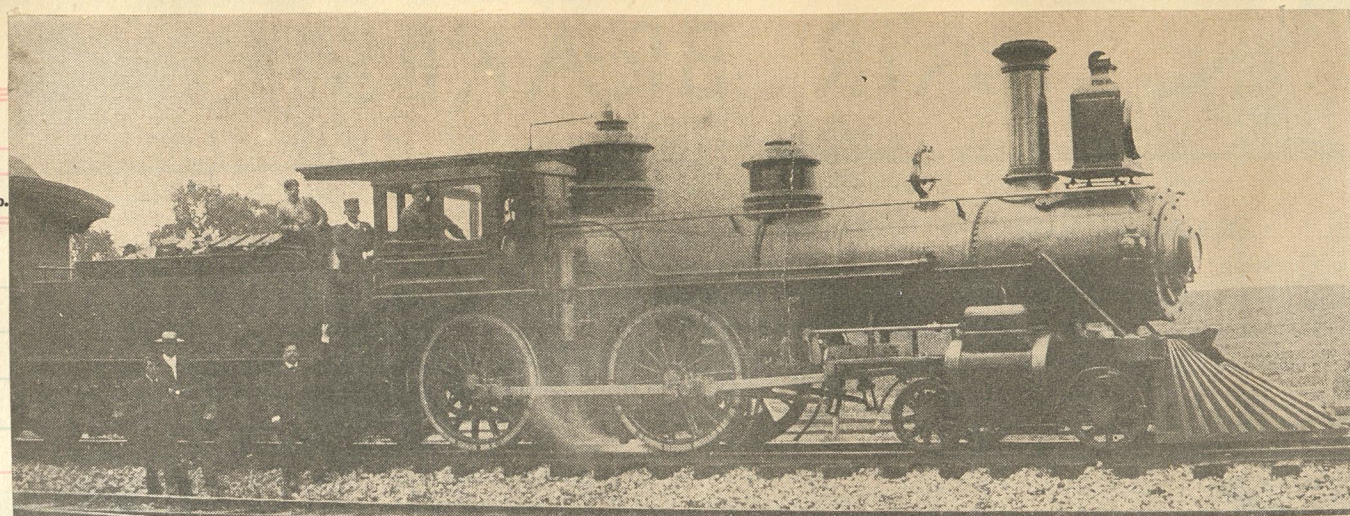


Dawn In The Yards

Southern Railway
Chattanooga, Tenn.



With the sanders open, the 6482 is digging in on the Erlanger incline with nine cars of Trn #3.



EARLY DAYS ON THE C., N. O. & T. P.

Photograph taken in 1888 at Harrodsburg Junction, Ky., on the Cincinnati, New Orleans & Texas Pacific. Brother W. J. Walsh, Div. 318, then fireman, on the tender.



Glenn Grabill Jr., Rail Photo Service.

Southern Railway's Mountain type No. 6497 leaves Cincinnati Union Terminal with local No. 15 for the Rat Hole Division—alias the CNO&TP to Chattanooga. The smoke deflector of the green-and-gold 4-8-2 is in the open position; the Wimble duct is closed in tunnels and smoke exits over the domes.

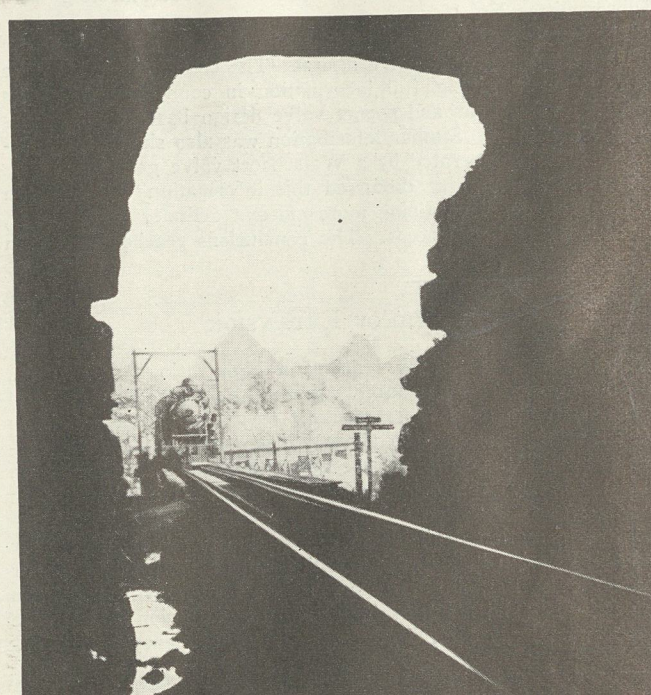
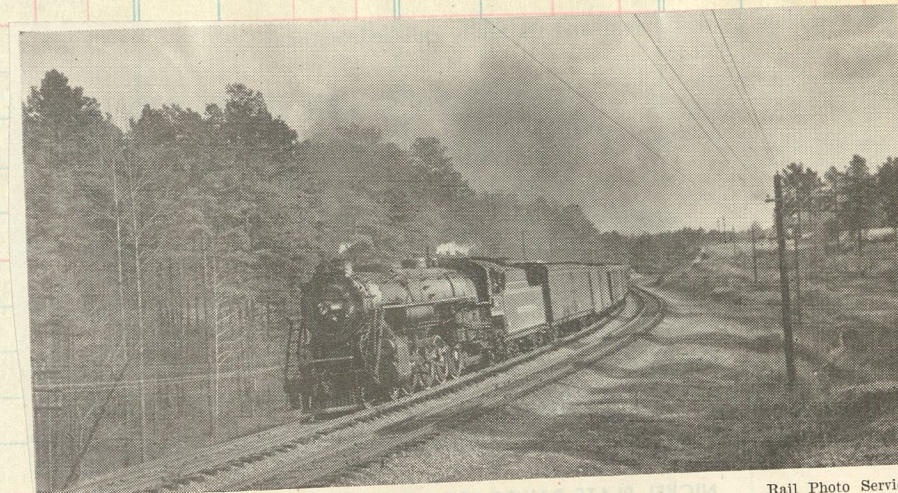


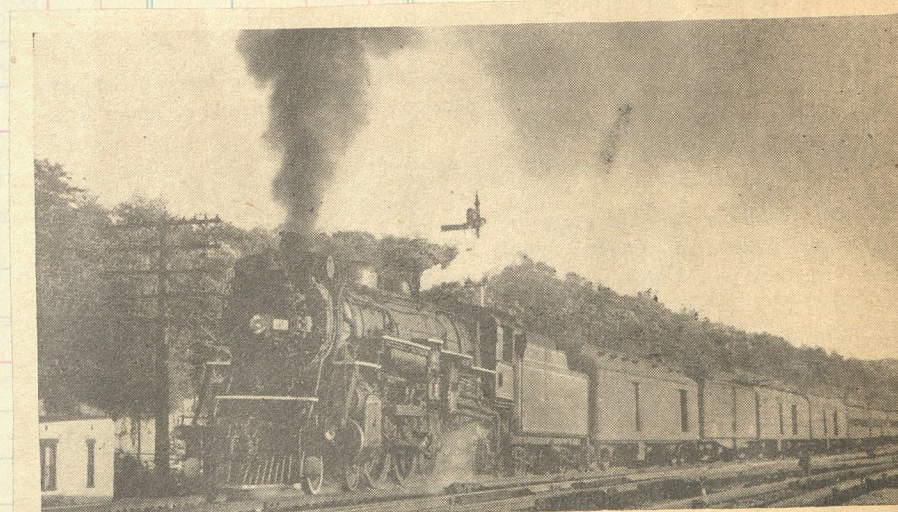
Photo by T. O. Acree

Train No. 16, Southern, Entering Cumberland River Tunnel at Burnside, Ky.



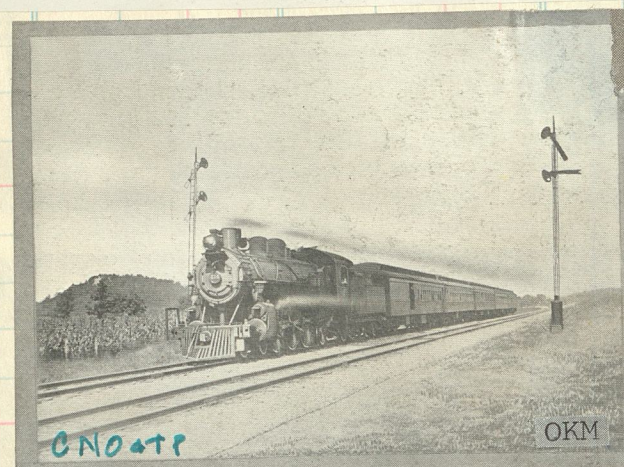
Rail Photo Service

SOUTHERN RAILWAY'S "PONCE DE LEON" NEARING CHAMBLEE, GA.



Richard J. Cook

SOUTHERN RAILWAY'S 6476 LEAVING LUDLOW, KY., FOR CINCINNATI, OHIO
This C.N.O. & T.P. train from Chattanooga was making the short run across the Ohio River into the Cincinnati Union Terminal when the photo was taken.

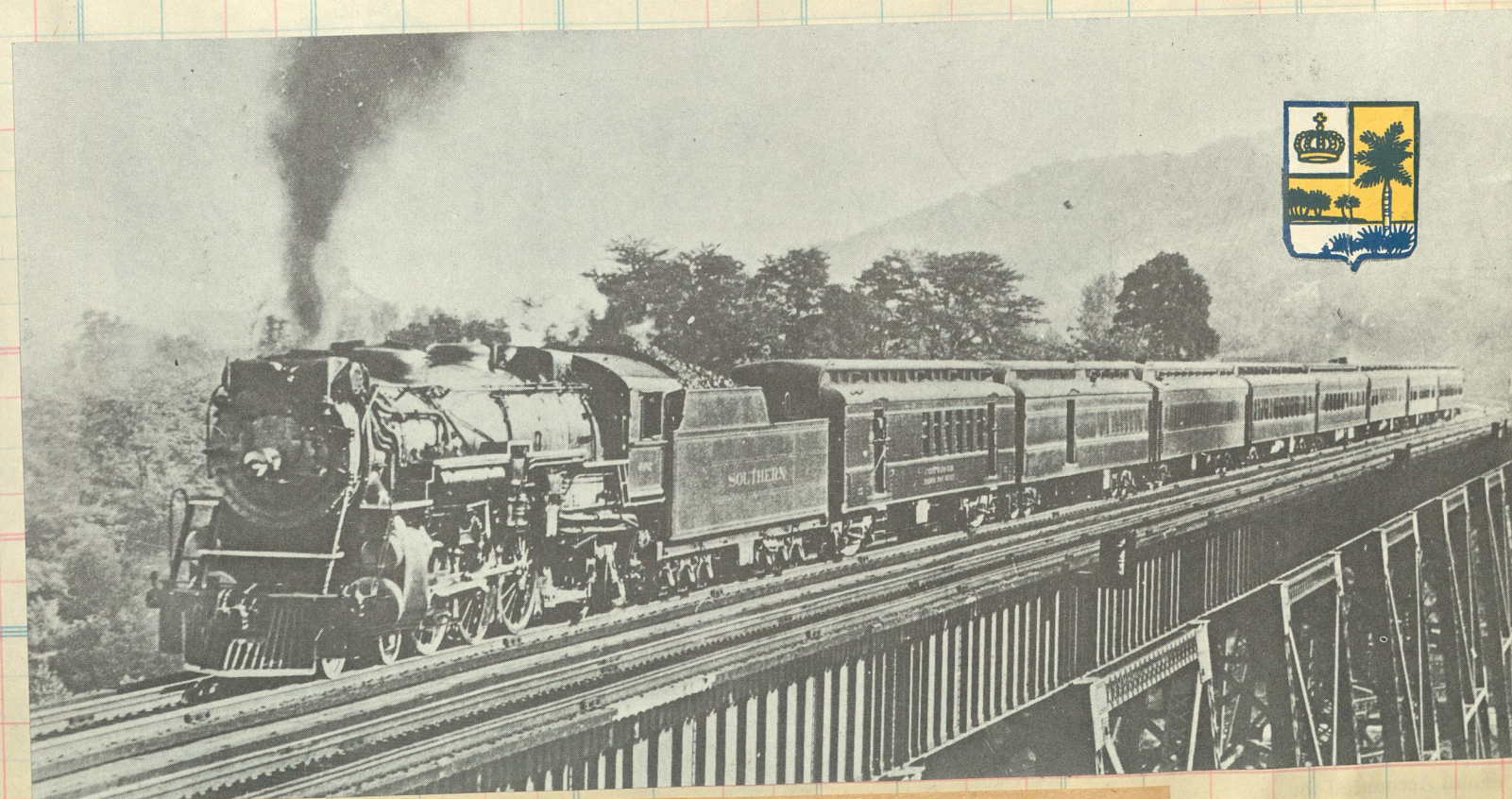


OKM

316



You've seen many a picture of Southern Railway trains emerging from the tunnel at Burnside, Ky., onto the high Cumberland River bridge. Here's the same scene with the usual viewpoint reversed, looking from the bluff near the tunnel out over the long bridge and approach trestle. New line relocation will eliminate tunnel.

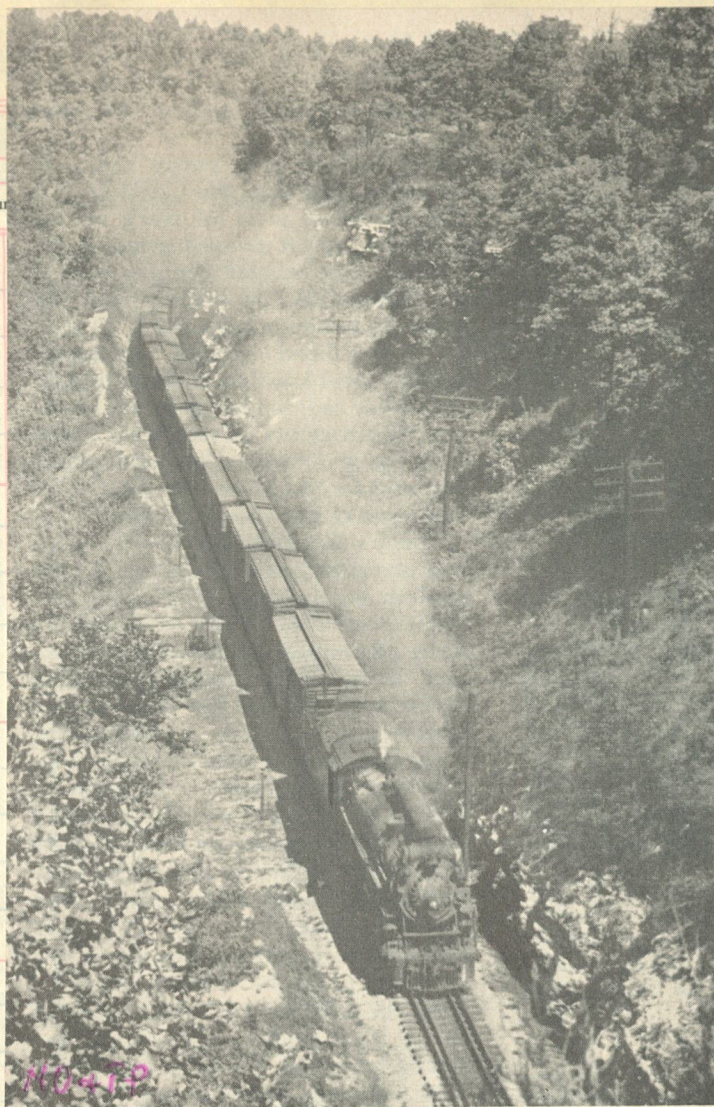


The 6482 with Trn #3 near Ludlow

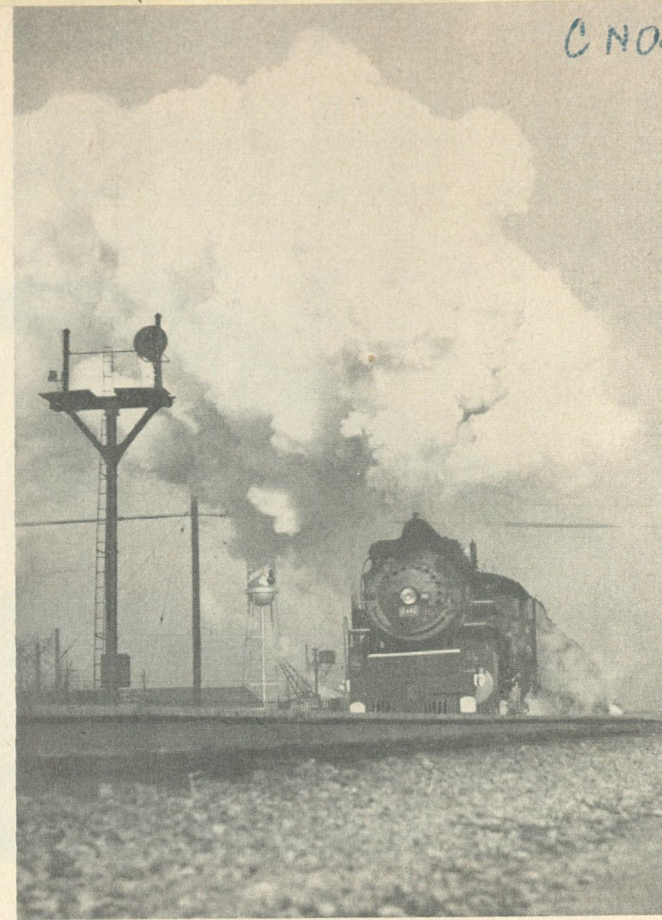


↑CNO&TP 2-8-2 No. 6369 hauls a wartime train of tank cars across the high and much-photographed Burnside Trestle. This is a single-track segment in the middle of an otherwise almost all-two-track division.

Doyle B. Inman

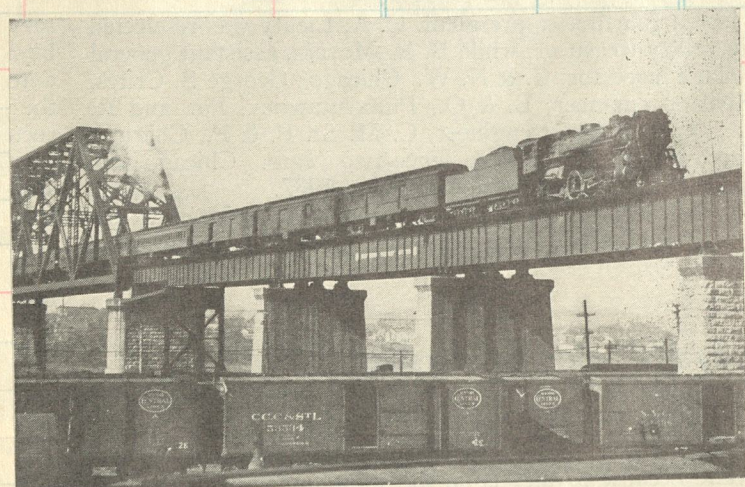


CNO&TP

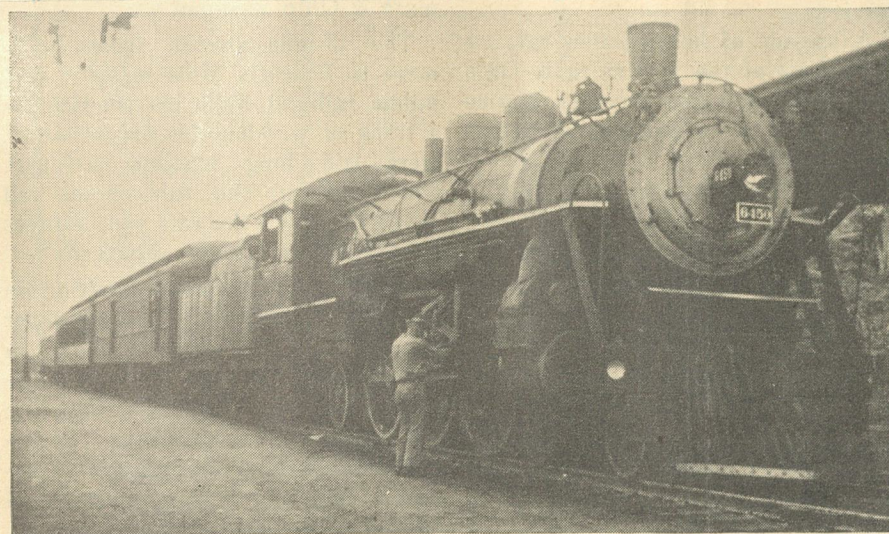


Doyle B. Inman

It was country like this that made running on the Rat Hole such a difficult job until tunnels were daylighted and trestles were filled in and the diesels came. This Mikado is about to plunge into one of the line's 27 tunnels with a freight train. ↑Ps-2 Pacific No. 6462 leaves Lexington, in much flatter terrain, with No. 15.



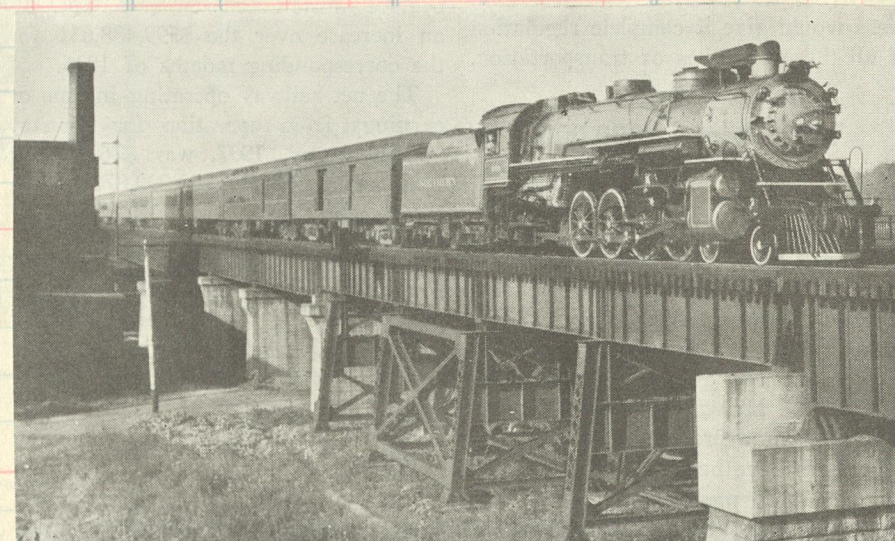
The Ohio River Bridge of the Southern at Cincinnati



R. Roadcap

LOCOMOTIVE 6450, SOUTHERN RAILWAY, PHOTOGRAPHED AT SOUTH BOSTON, VA.

The first Pacific on the Queen & Crescent.
Blt by Richmond 1907 c/n 42915 as CNO&TP
#800



Thomas O. Acree

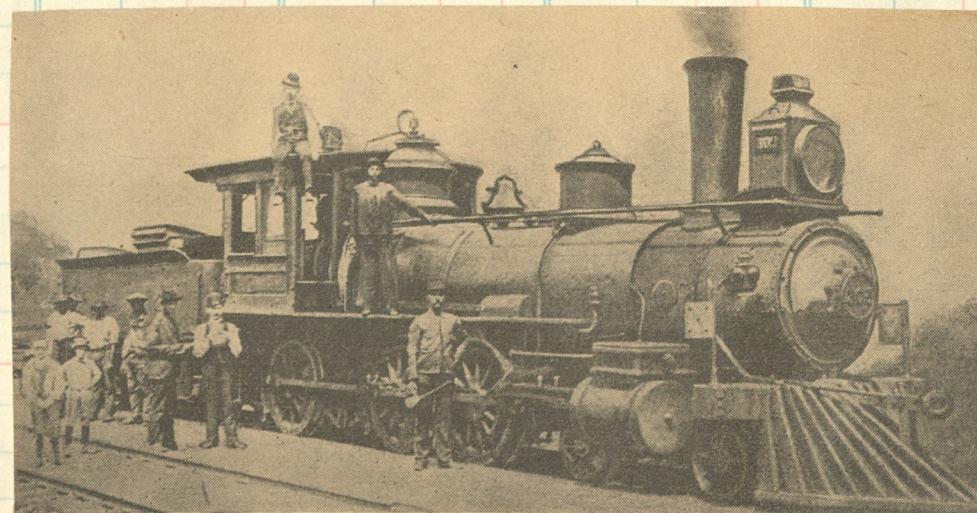
THE PONCE DE LEON

One of the crack passenger trains of the Southern Railroad, hauled by engine 6499.



The yards near the Memphis & Charleston Railroad station of the 1880s show a variety of rolling stock. Half a dozen ancient engines are in front of the engine house, and one wishes that close-ups of each were available.

M&C to ETV&G 1889
to Southern 1898
So.



WNC WORK EXTRA No. 303 at Connally Springs, in 1891. John Cline, who pilots passenger trains over the hill today, was the 19-year-old fireman on the running board

The above caption is a bit misleading. Connally Springs was a station on the old Western North Carolina but when this print was taken in 1891 the W.N.C. had been taken over by the Richmond and Danville. This engine then is R&D #303. Dick Prince's roster of the Southern lists this engine as original R&D #6, renood #303 then as Southern #603 which was built by the P.R.R. at its Altoona Shops in 1880 Shop #486. In 1903 was again renood Sou #1326 and in 1910 as the 3326. This data confirmed by Joe Lovell's construction records of the Altoona Shops.

Class. No. Sold Amount Clos. No. Sc

mount Clos. No. Sold Amount



EAST TENNESSEE, VIRGINIA & GEORGIA

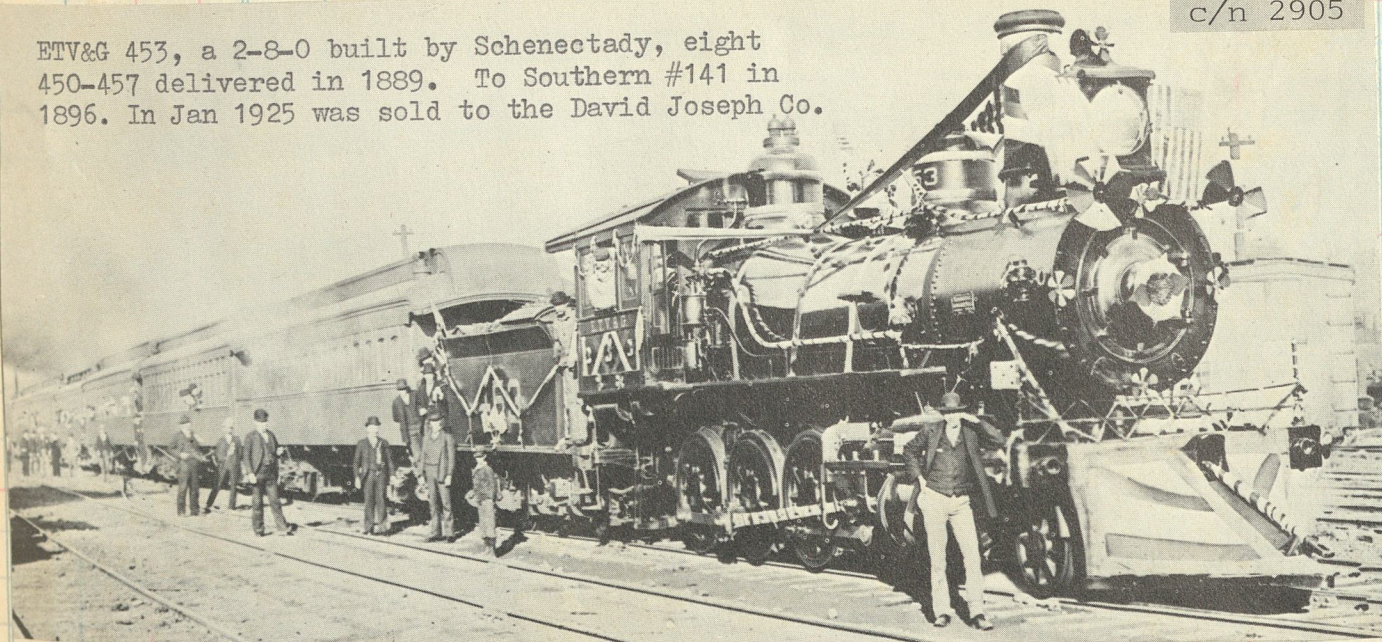


W. H. Thrall Jr., 5839 Montebello Pkwy., Los Angeles 22, Calif.

A Golden Girl! A faithful and devoted servant for half a century. Built at Schenectady in 1889, c/n 2913, as East Tennessee, Virginia & Georgia #215. She was part of an order for five engines noed 213-217. Renumbered Southern 853, 1859 and 3859. Retired in November 1939.

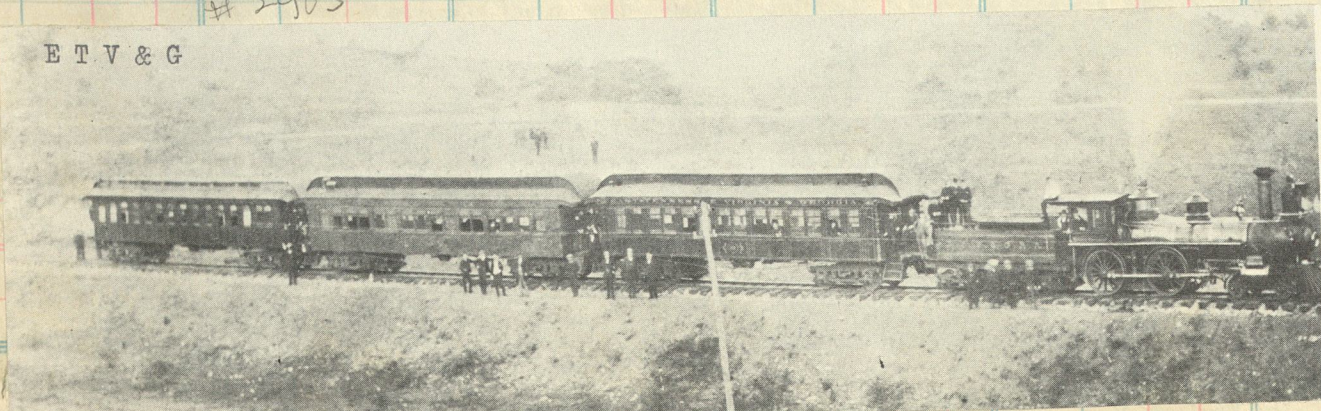
ETV&G 453, a 2-8-0 built by Schenectady, eight 450-457 delivered in 1889. To Southern #141 in 1896. In Jan 1925 was sold to the David Joseph Co.

c/n 2905



#2905

ETV & G



ETV & G

Bristol, Tenn-junction point with the Norfolk & Western

SELLER
DATE
FORM

The 6676 served the A.G.S.
for four decades. Delivered
by Baldwin in 1909, c/n 33846,
as AGS #249.

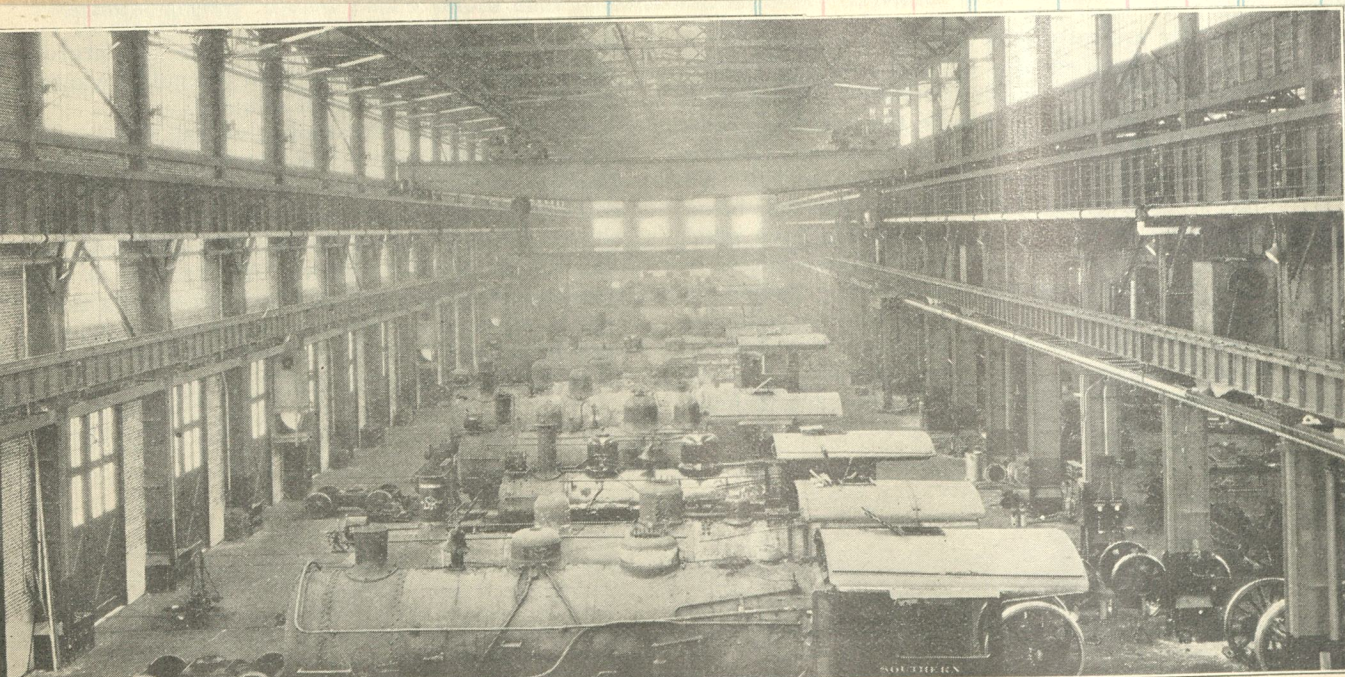
250-253 b1t by Richmond in 1907
c/n 42919 Renoed Sou #6677



Birmingham, May 18, 1912. Alabama Great
Southern 250 about to leave town for
Gadsden, Ala with employees picnic train.

SOUTHERN RAILWAY SYSTEM

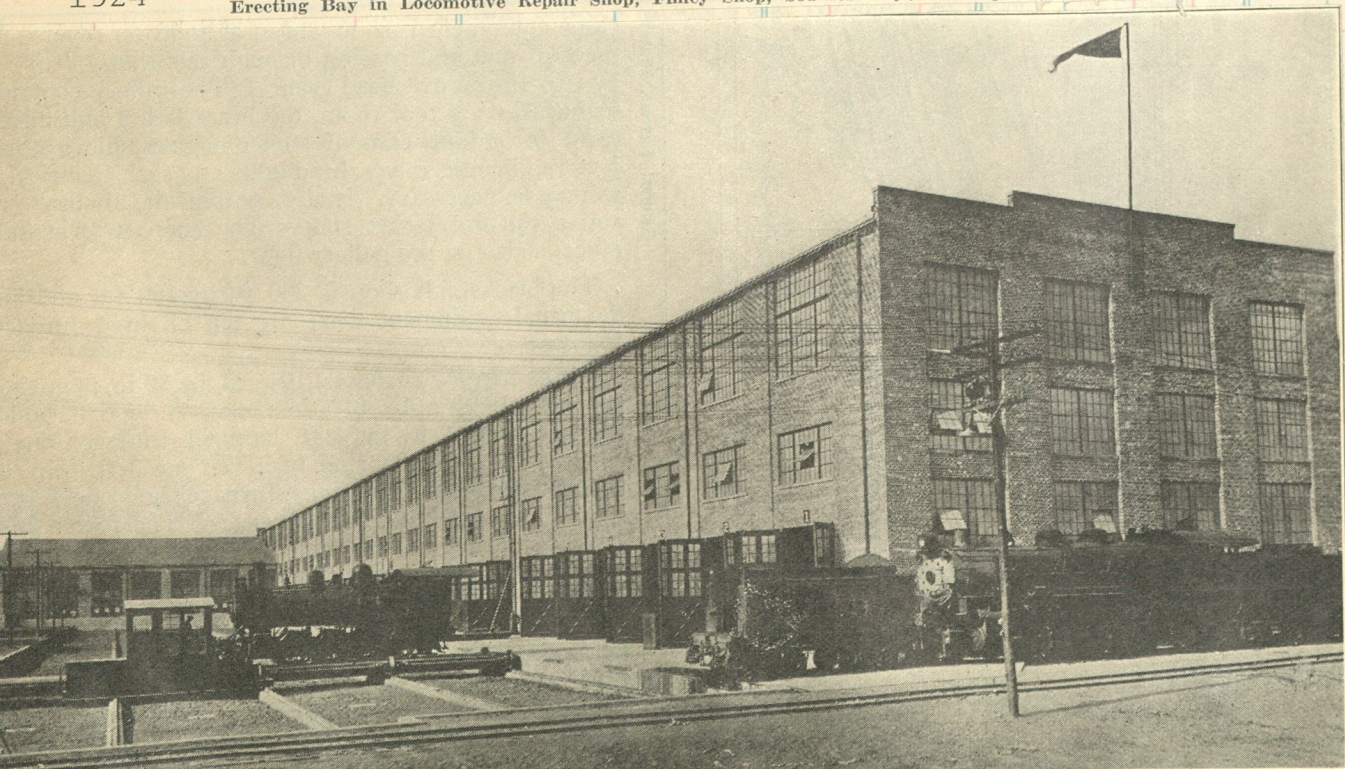
Pacific #250 will escort this excited troupe some sixty miles
to the Noccalula Falls Park for a days outing.



1924

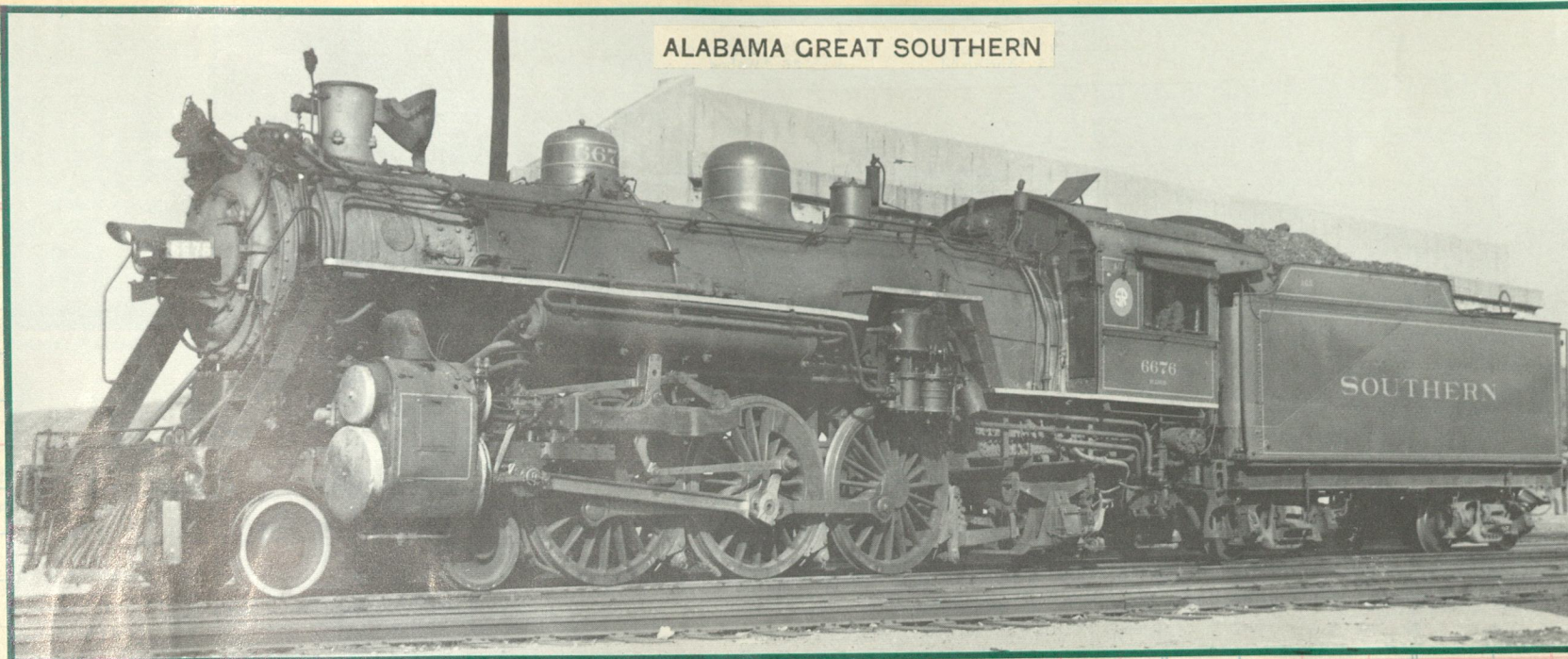
Erecting Bay in Locomotive Repair Shop, Finley Shop, Southern Ry., Birmingham, Ala.

[AGS]



Erecting and Machine Shop and 250-Ton Transfer Table. Boiler Shop in Background. Finley Shops of Southern Railway.

ALABAMA GREAT SOUTHERN



6530-6533
LIMA 1917
c/n 5387

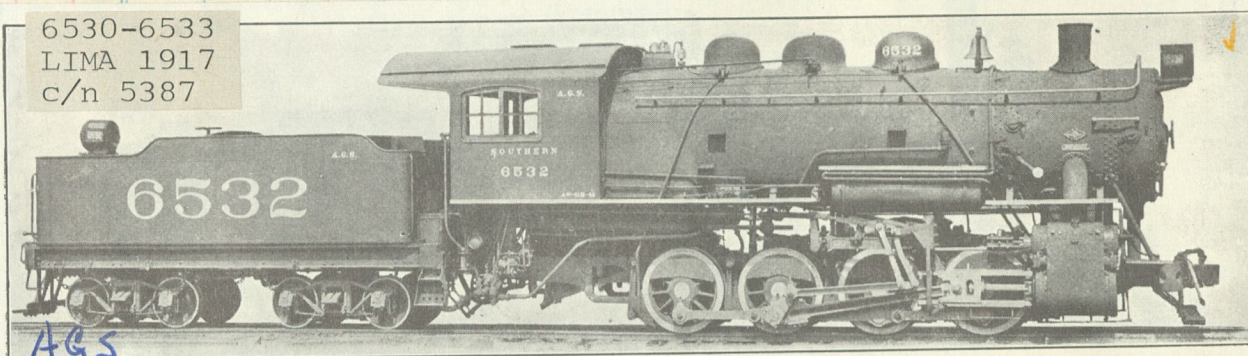


Fig. 41—Eight-Wheel (0-8-0) Locomotive for Switching Service. Built for Southern Ry. by the Lima Loco-
motive Works.

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	2,286 sq. ft.
Cylinders.....	24 in. x 28 in.	Heating Surface, Firebox.....	156 sq. ft.
Steam Pressure.....	185 lbs.	Heating Surface, Total.....	2,442 sq. ft.
Diam. of Drivers.....	51 in.	Heating Surface, Superheater.....	558 sq. ft.
Tractive Effort.....	49,800 lbs.	Grate Area.....	41.7 sq. ft.
Rigid Wheel Base.....	15 ft.	Weight on Drivers.....	210,500 lbs.
Total Wheel Base.....	15 ft.	Fuel.....	Soft coal

#440

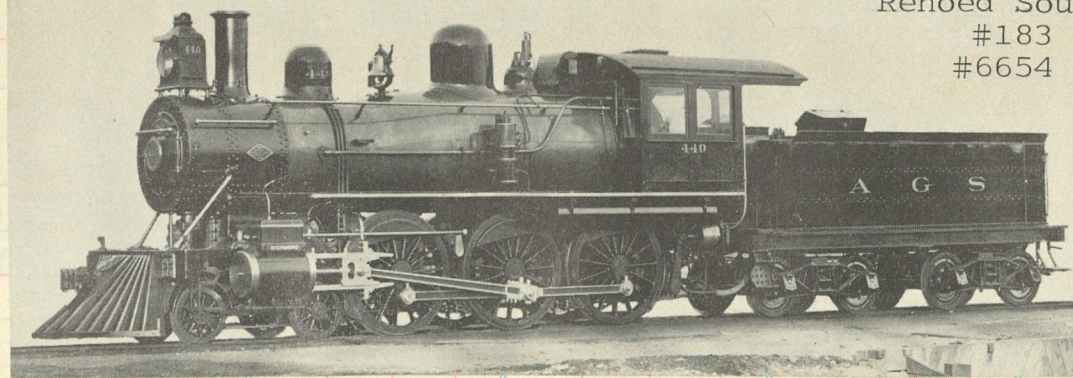
c/n 3043

Richmond 1900

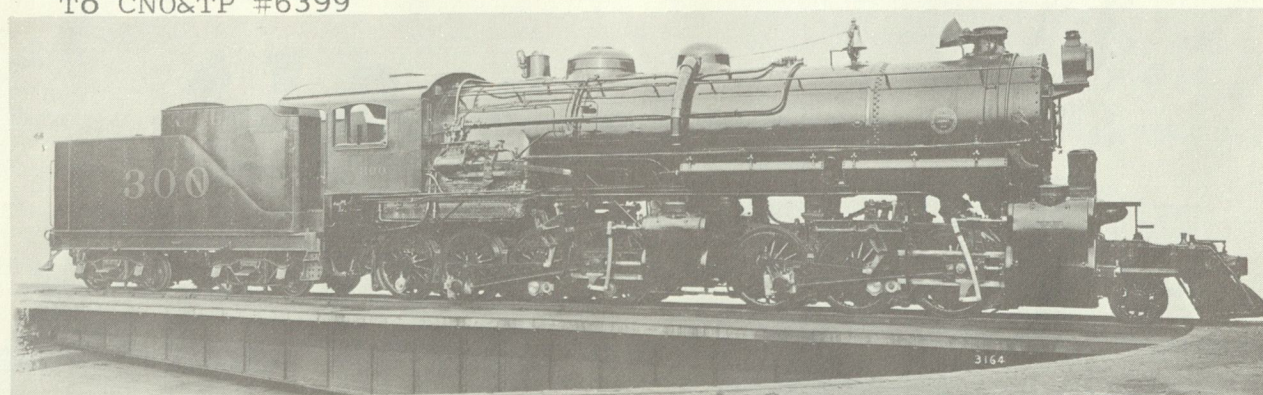
Renoed Sou

#183

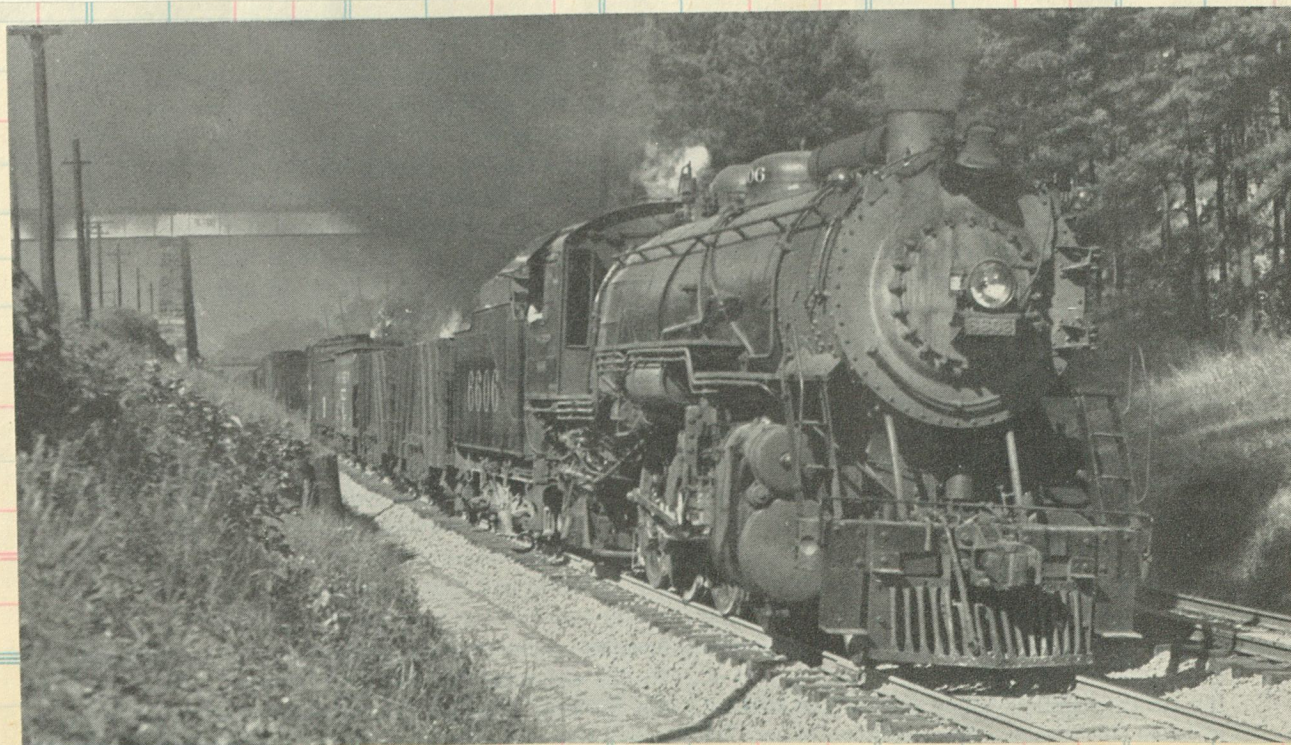
#6654



To CNO&TP #6399



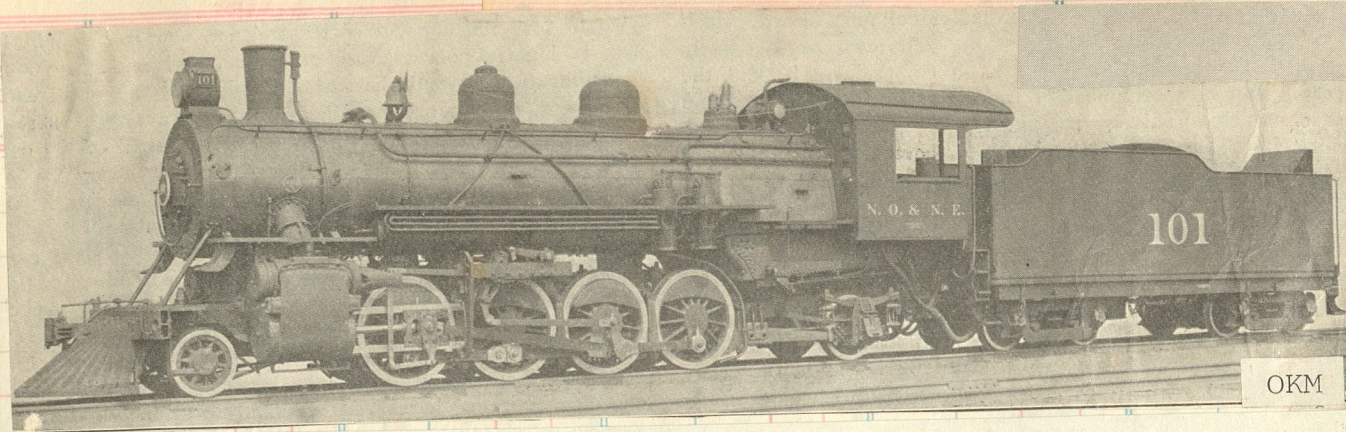
Alabama Great Southern #300, 1909, 2-6-8-0 type. Baldwin c/n 33867



Mike #6606 with tonnage near Irondale. One of six from LIMA 1917
noed A.G.S. 307-312, renoed Sou 6606-6611. c/n 5389

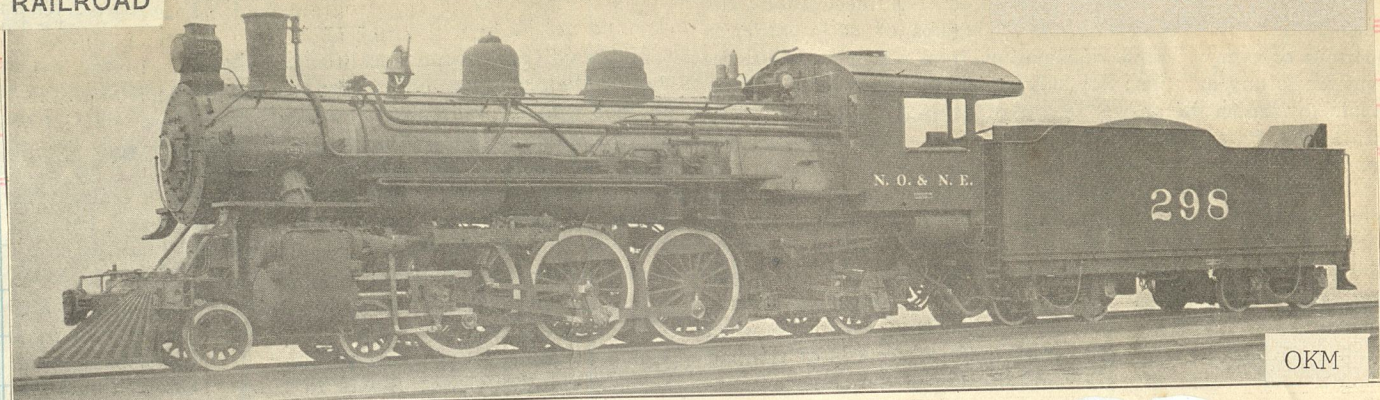
NEW ORLEANS AND NORTHEASTERN RAILROAD

86



OKM

Baldwin supplied three of these slim boyled 2-8-2's in 1914 noed 100-102 c/n 41578. Renoed #501, then to Sou #6911, and #6941.



Sold Amount

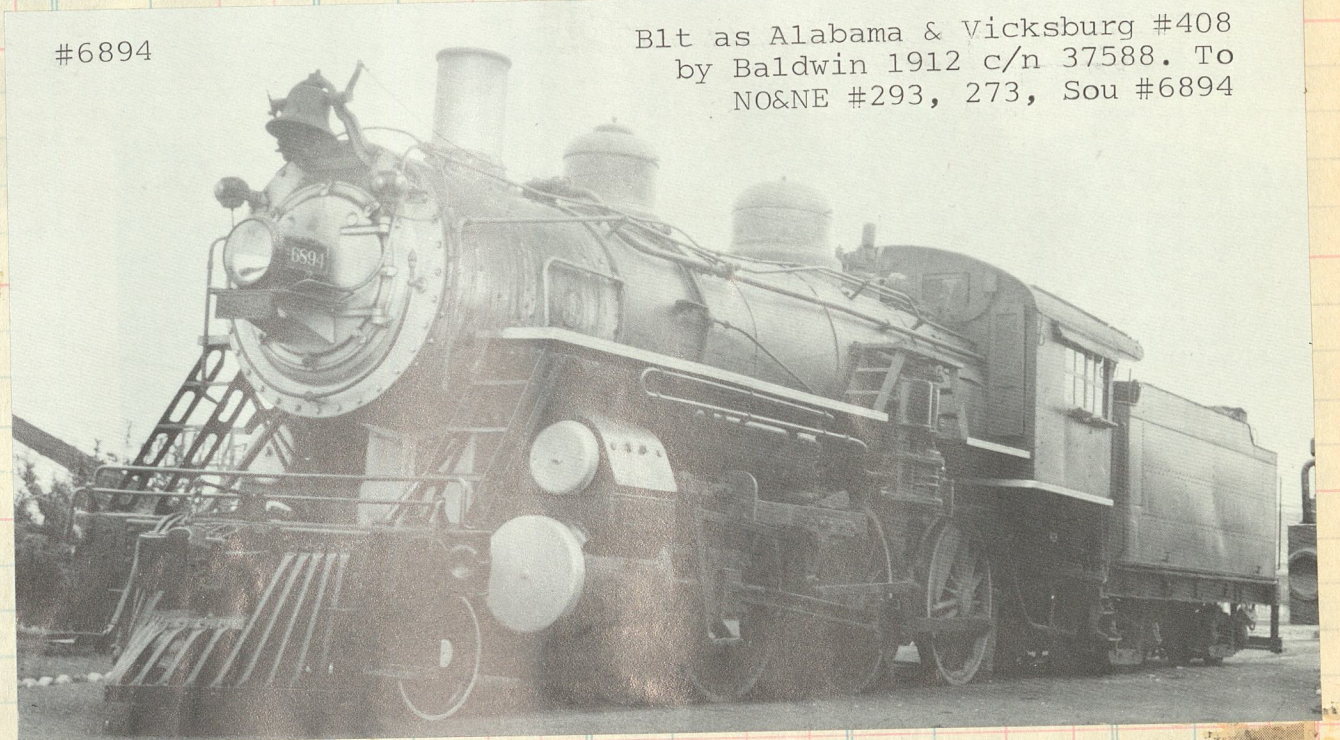
OKM

New Orleans & Northeastern Pacific Type Locomotive

Also in 1914 Baldwin delivered five 'classic' 4-6-2's noed 295-299. C/n 41583. Later noed Southern 6975-6979.

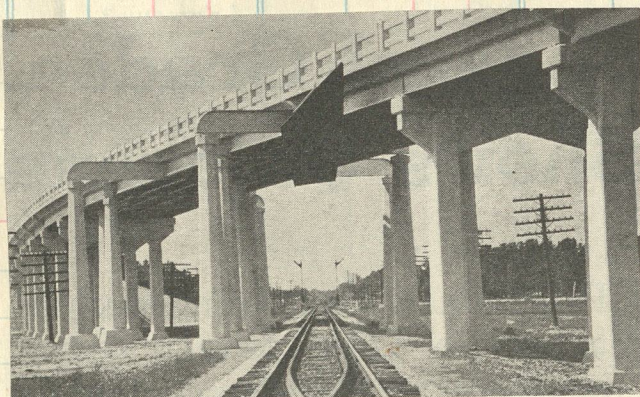


Derailement at Sandersville, Miss in January 1941. The 6941 must have been moving at a good clip to scatter the cars of her train in this fashion.

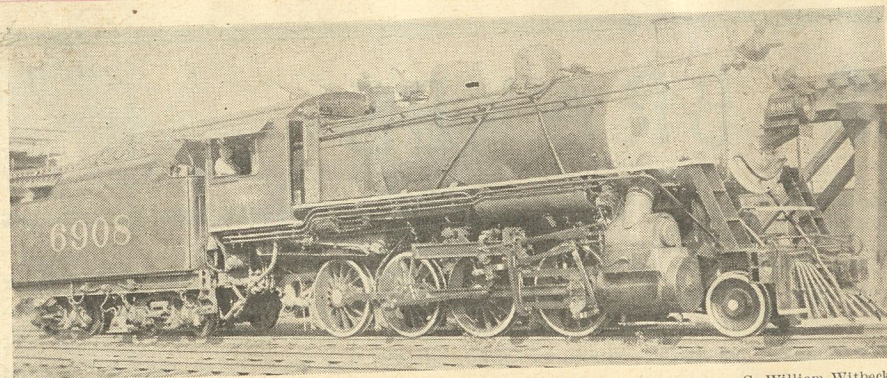


#6894

Blt as Alabama & Vicksburg #408 by Baldwin 1912 c/n 37588. To NO&NE #293, 273, Sou #6894



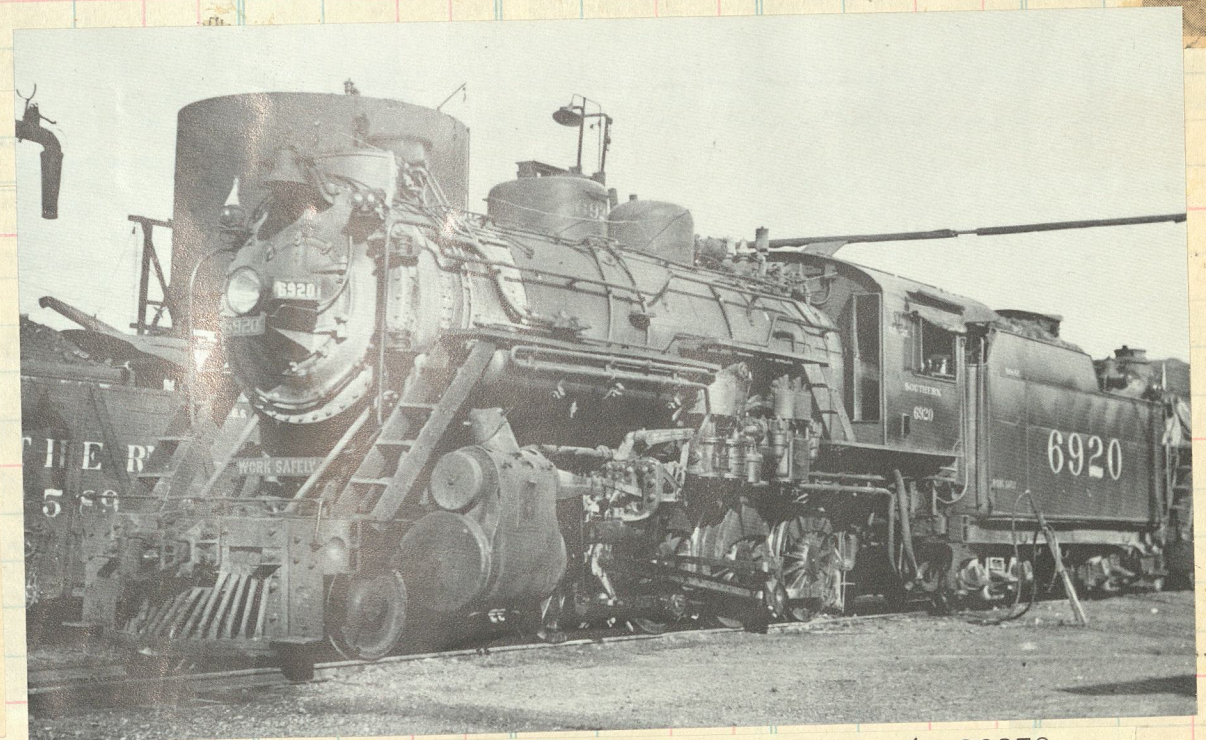
A Curved Highway Overpass Across the New Orleans & Northeastern in Louisiana



C. William Witbeck

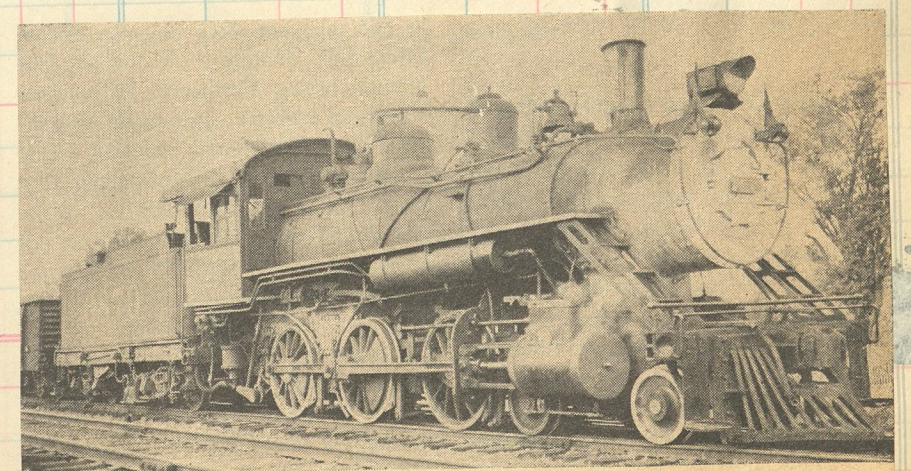
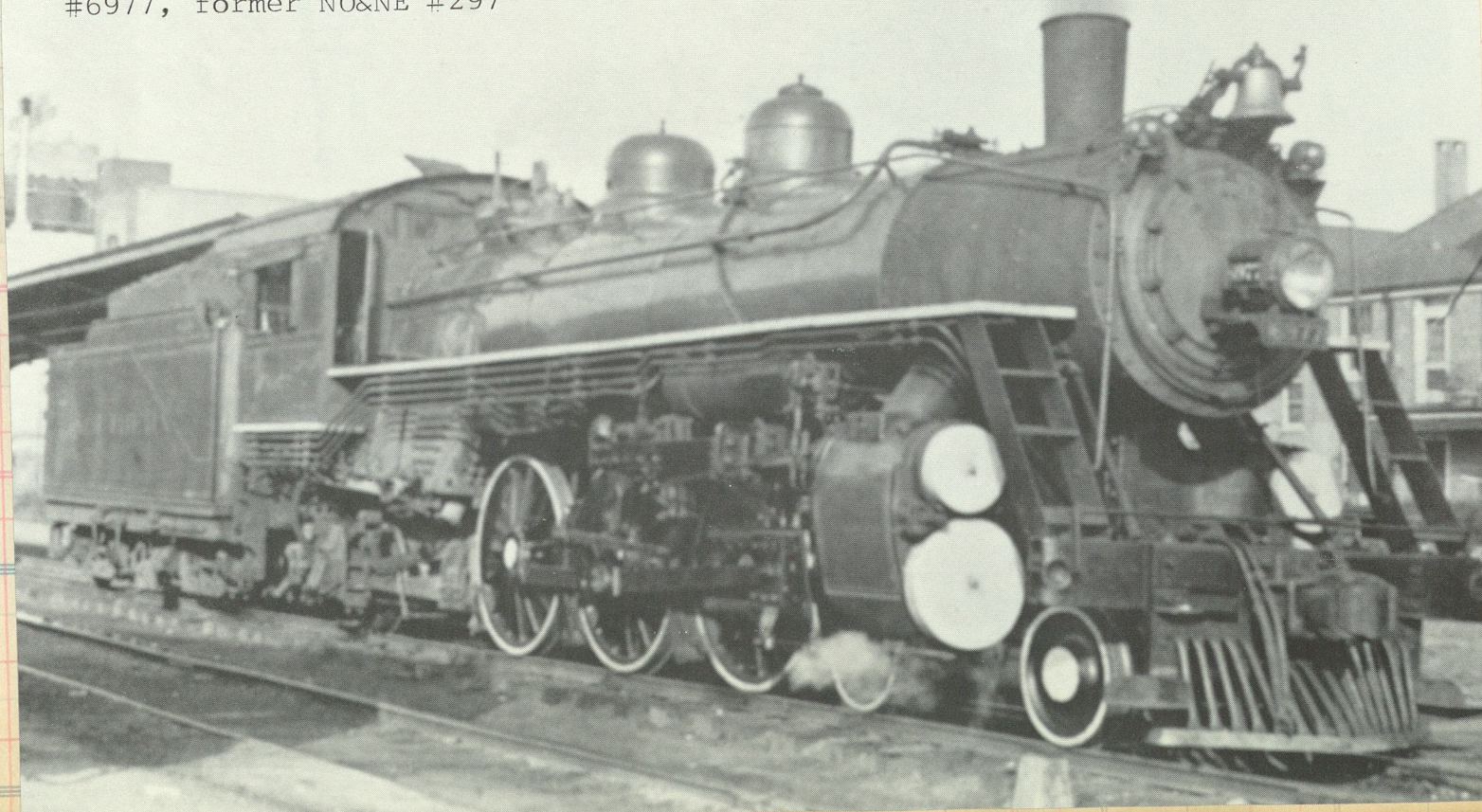
USED FOR A TROOP TRAIN IN 1937
Locomotive 6908 of the New Orleans & Northeastern Railroad, a branch of the Southern, photographed at Hattiesburg, Miss., was in storage for a time at Meridian, Miss., but was shipped and put in service.

Blt by Baldwin 1911 noed CNO&TP #745, 6225 to NO&NE 6908 c/n 36447



The 6920, a 2-8-0, from Richmond in 1905 c/n 30972 as CNO&TP #701, then #6181 and assigned NO&NE #6920

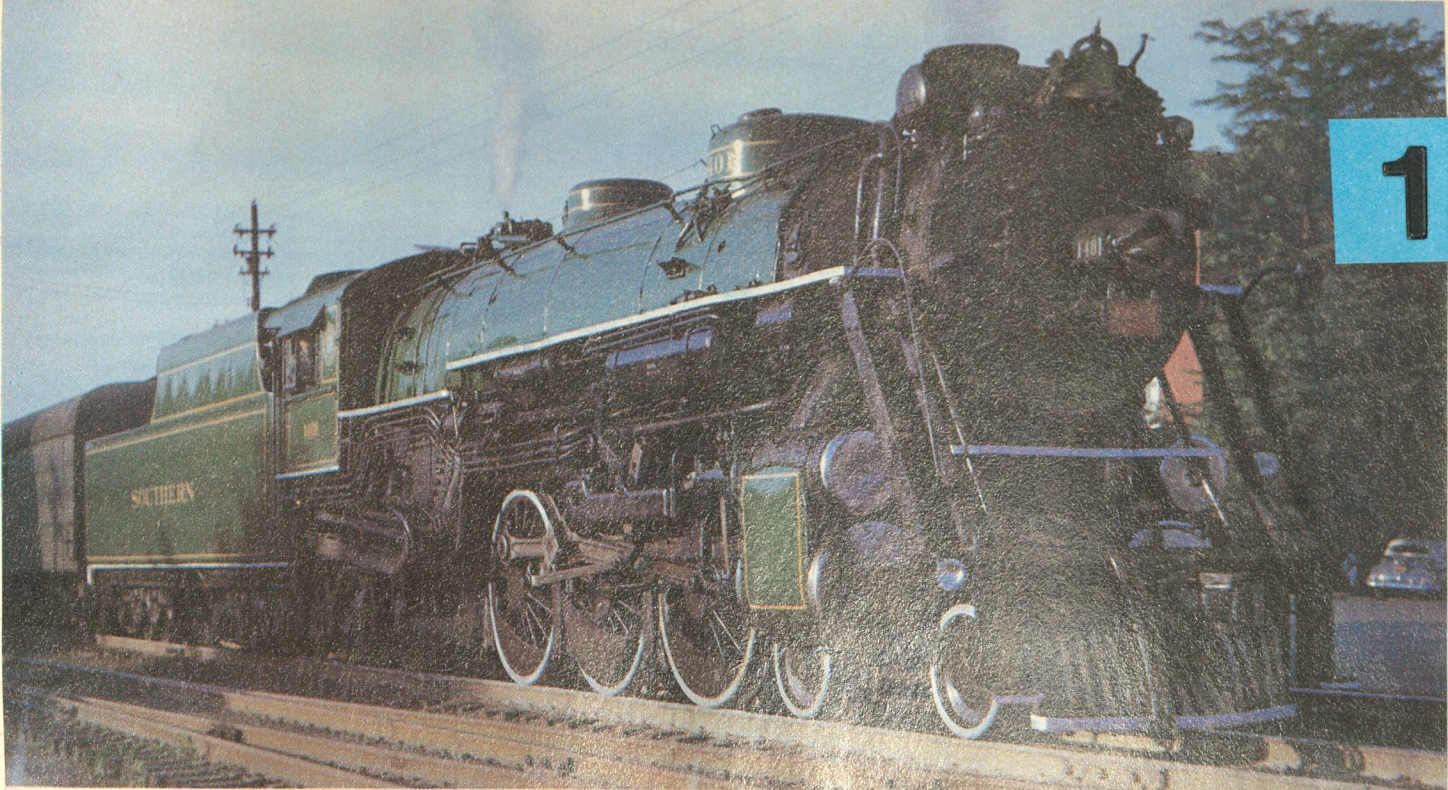
#6977, former NO&NE #297



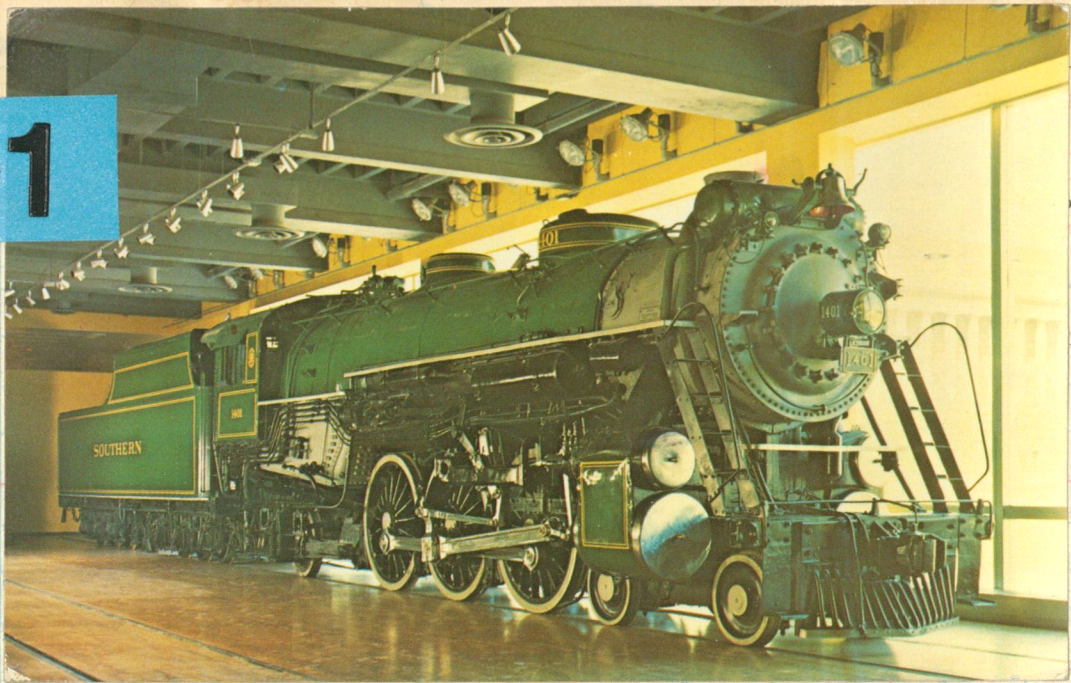
C. W. Witbeck

NEW ORLEANS & NORTH EASTERN ENGINE 6879 HAULING LOCAL FREIGHT

Blt as NO&NE #256 by Baldwin in 1905 c/n 27010



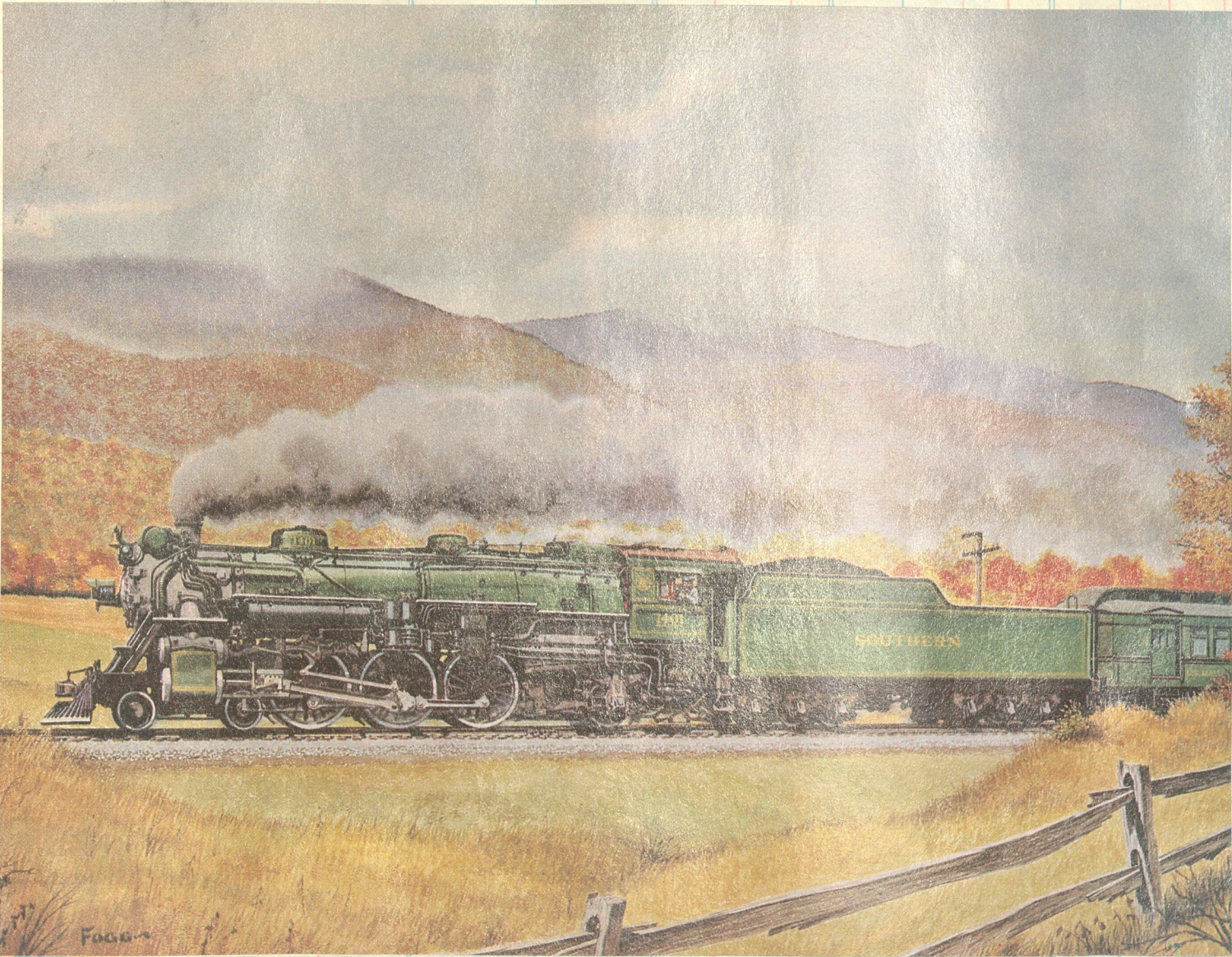
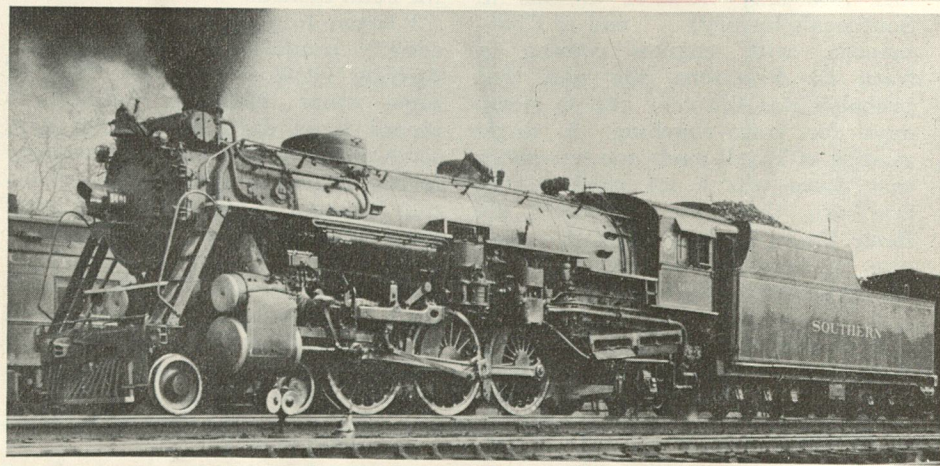
1401



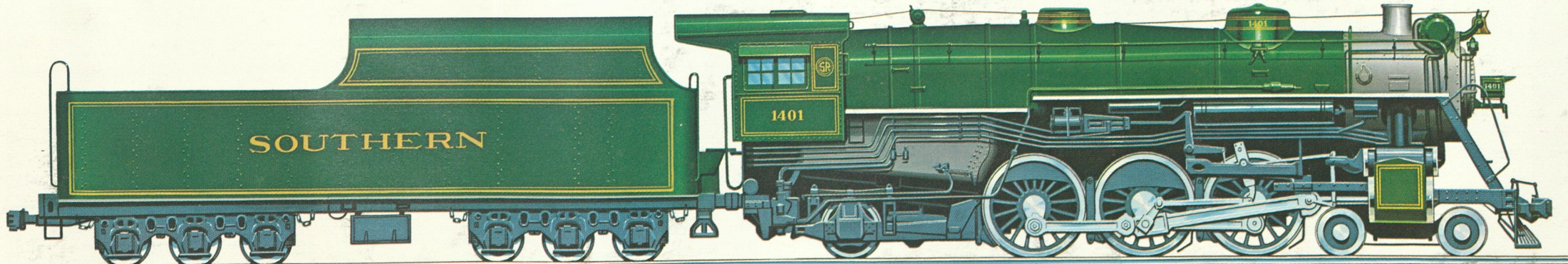
In revered retirement- Smithsonian, W.D.C. 1962

IN FRESH PAINT, No. 1401 was on train 135 at Reidsville, N.C., in June 1950. The all-stops Washington-Atlanta local required 26 hours 10 minutes to cover the 637.5-mile route.

David P. Driscoll Jr.



Richmond 1926



c/n 66888

RICHMOND,
FREDERICKSBURG
& POTOMAC

Capital Cities Route

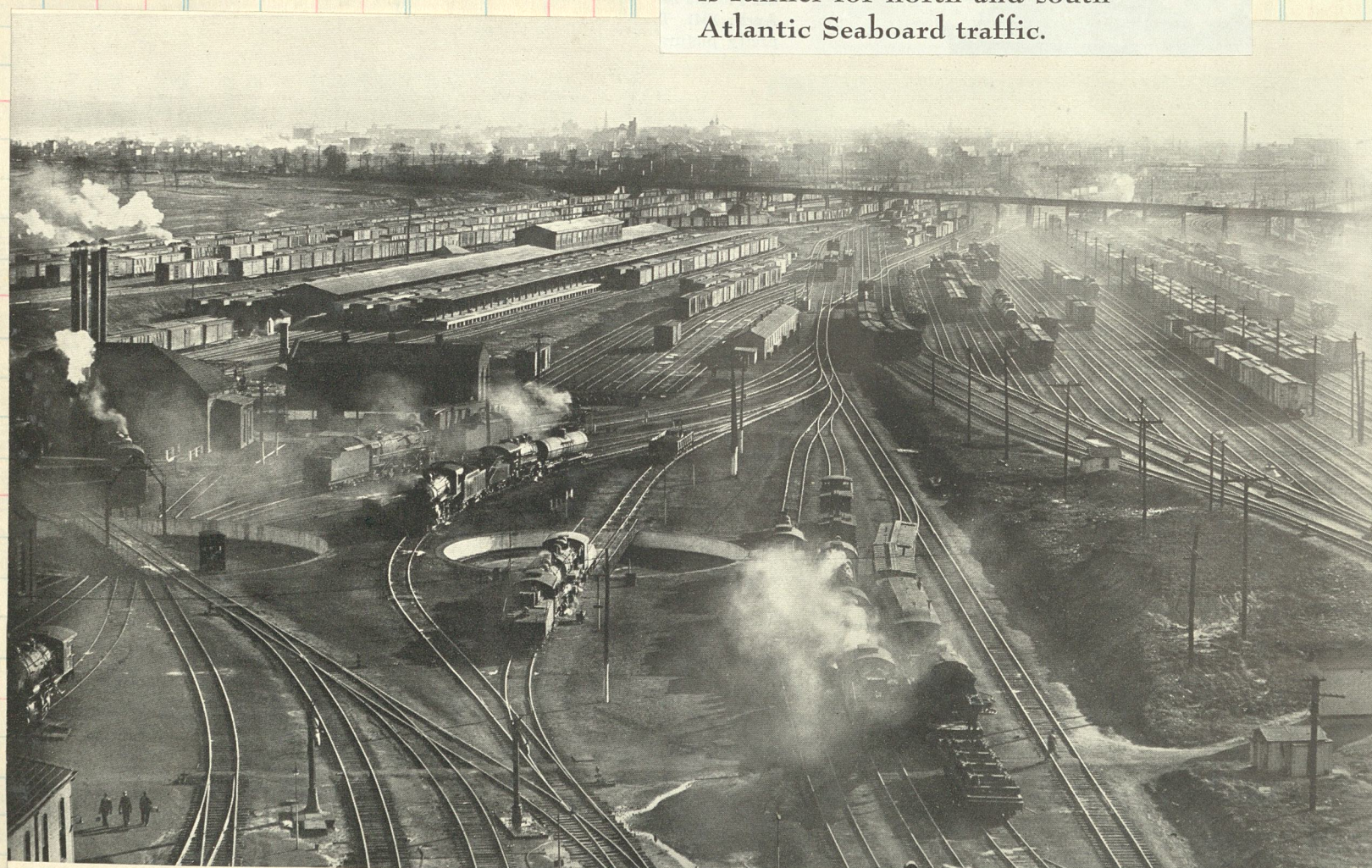
RICHMOND
WASHINGTON
LINE

Capital Cities Route

#504, 4-8-2, org 1st #203
Richmond 1925 c/n 66441

↑ Still within the yard limits of Potomac Yard, engine 504, equipped with an auxiliary tender, drags full tonnage past the passenger station at Alexandria, a mile north of AF Tower. This train, RC-9, leaves Potomac Yard at approximately 12:01 p. m. daily, arriving at Acca Yard at 4 p. m.

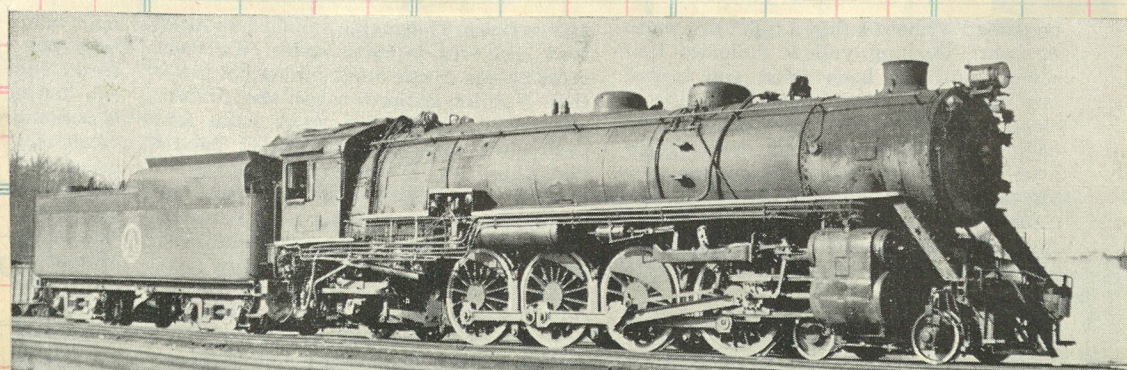
★ Richmond, Fredericksburg & Potomac
is funnel for north and south
Atlantic Seaboard traffic.



Photograph by Theodore Horydczak

CHOKE THIS BOTTLENECK AND CITIES NORTH OF WASHINGTON WOULD GO ON SHORT RATIONS OF FRUITS AND VEGETABLES

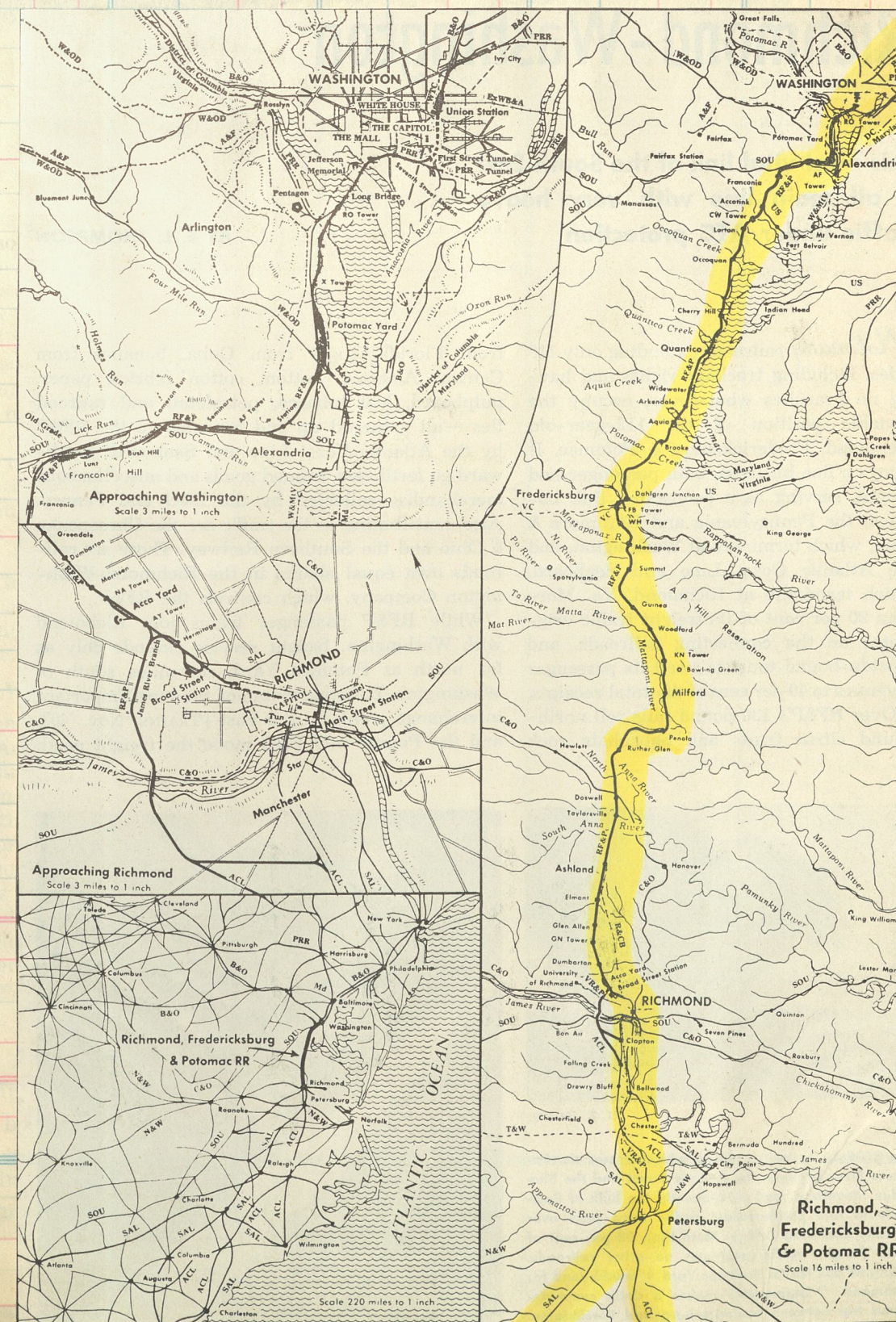
Potomac Yards, at Alexandria, Virginia, form the funnel of Atlantic seaboard rail freight traffic. There are 88 miles of tracks in this area—tracks for receiving, for classifying, and for distributing freight cars in the north-south movement of five railroads. Humps, retarders, and inspection pits () facilitate the distribution of the cars into remade trains. In the busy perishable season more than 4,000 cars are handled here every 24 hours.



#504

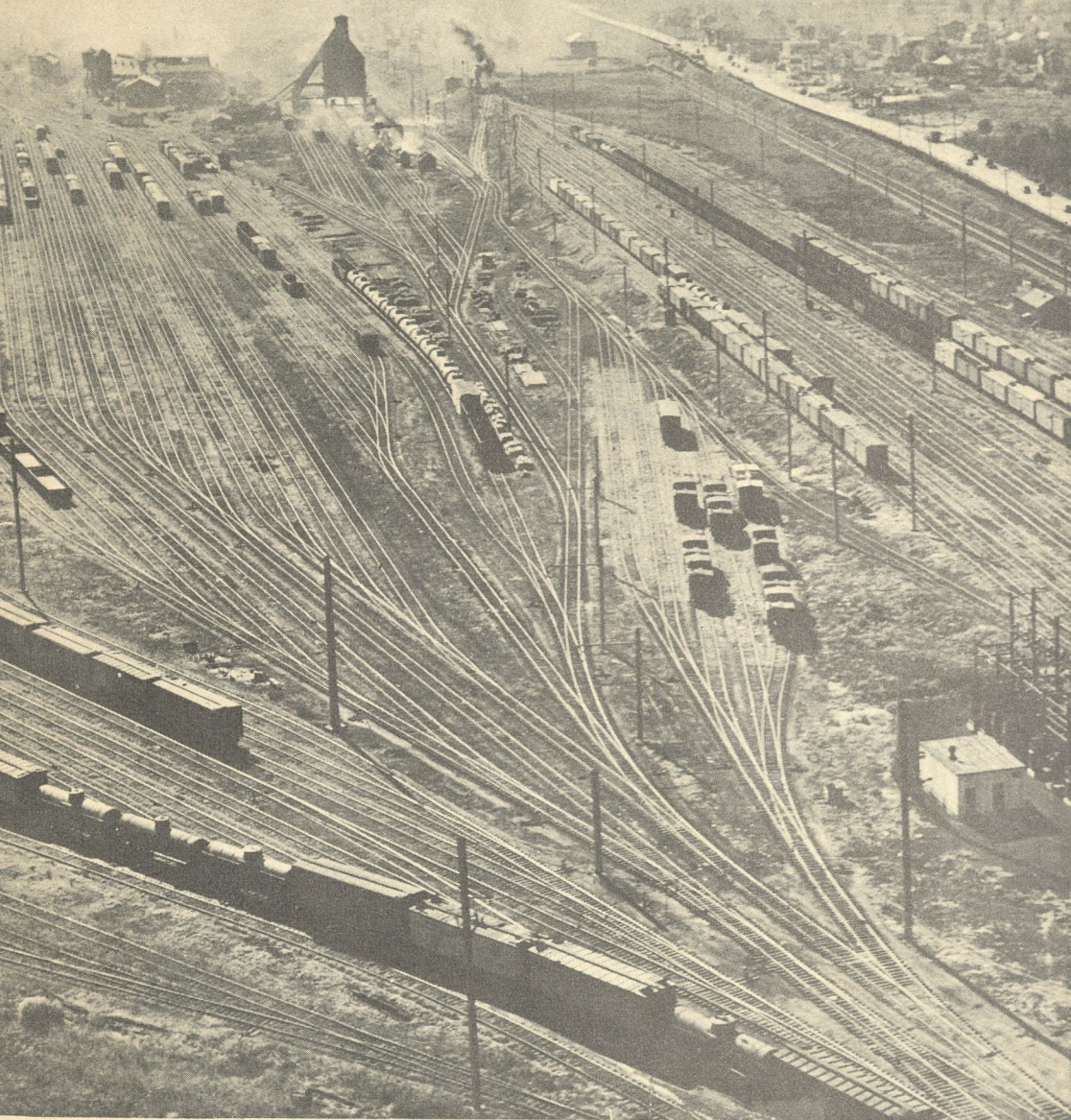
c/n 66441

Richmond 1925 ^{Bruce D. Fales.}



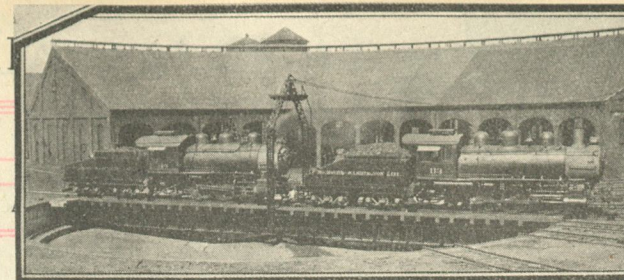
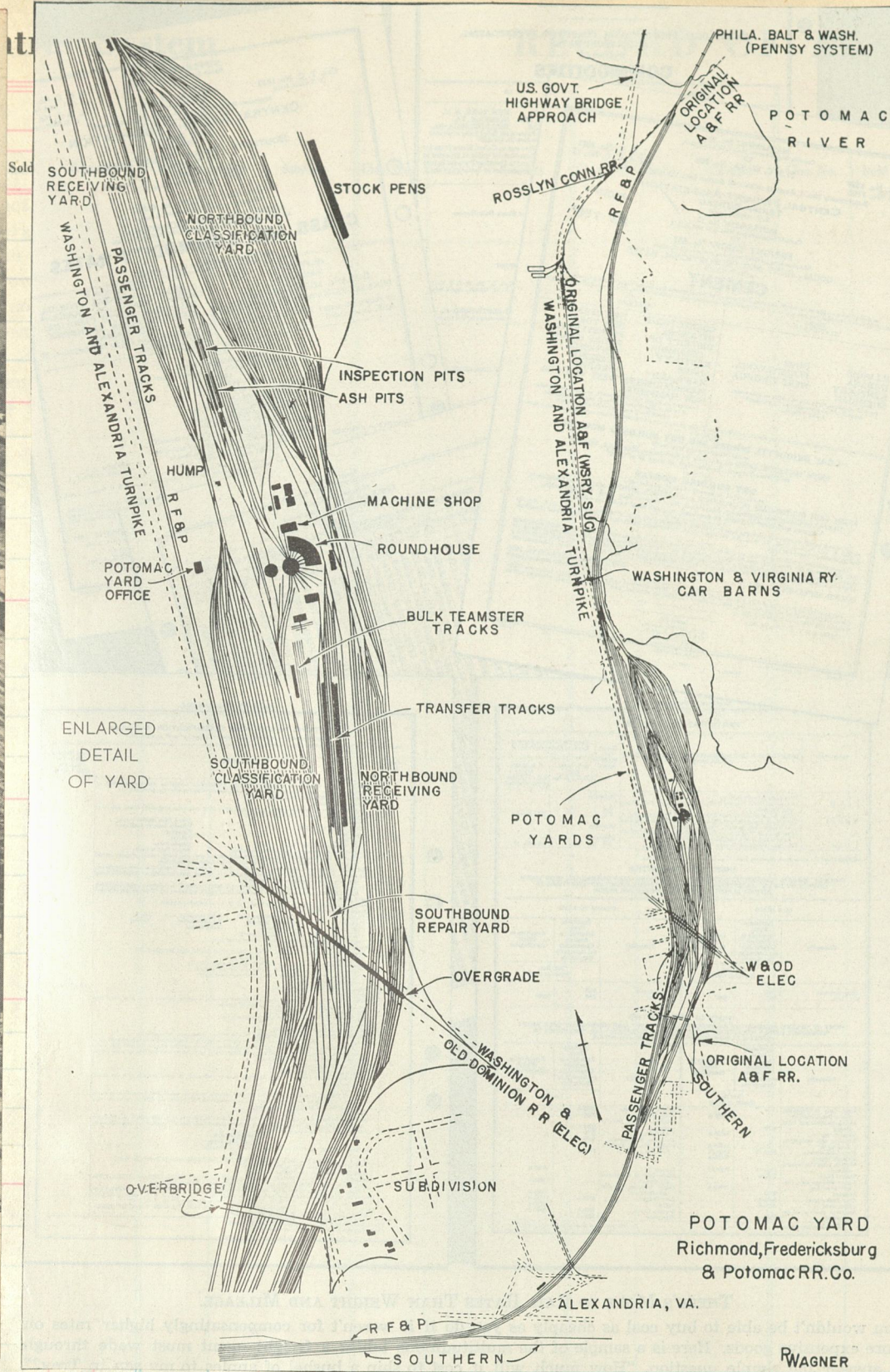
TRAVELED

POTOMAC YARD was placed in service in 1906 at a cost of over five million dollars. By 1972 it contained 136 miles of tracks and was 2.5 miles in length, capacity 8,200 cars. In 1943 it handled 1,422,244 cars and one day, March 25, 1945, saw 10,172 cars move thru the yard which would average out to 125 eighty car trains!



POTOMAC YARD AT ALEXANDRIA, VIRGINIA, taken from the air, looking towards the south. This great classification yard is used by the Pennsylvania, the Baltimore & Ohio, the Richmond, Fredericksburg and Potomac, the Southern, and the Chesapeake and Ohio.

Photo by A.A.K.



s. No. Sold Amount

October 1, 1920

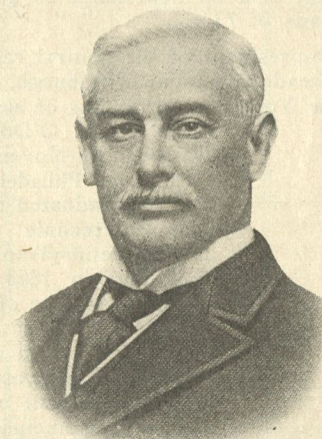
RAILW

Railway Officers

Executive

Floyd H. Milliard has been appointed assistant to the president of the St. Louis Southwestern on special assignments.

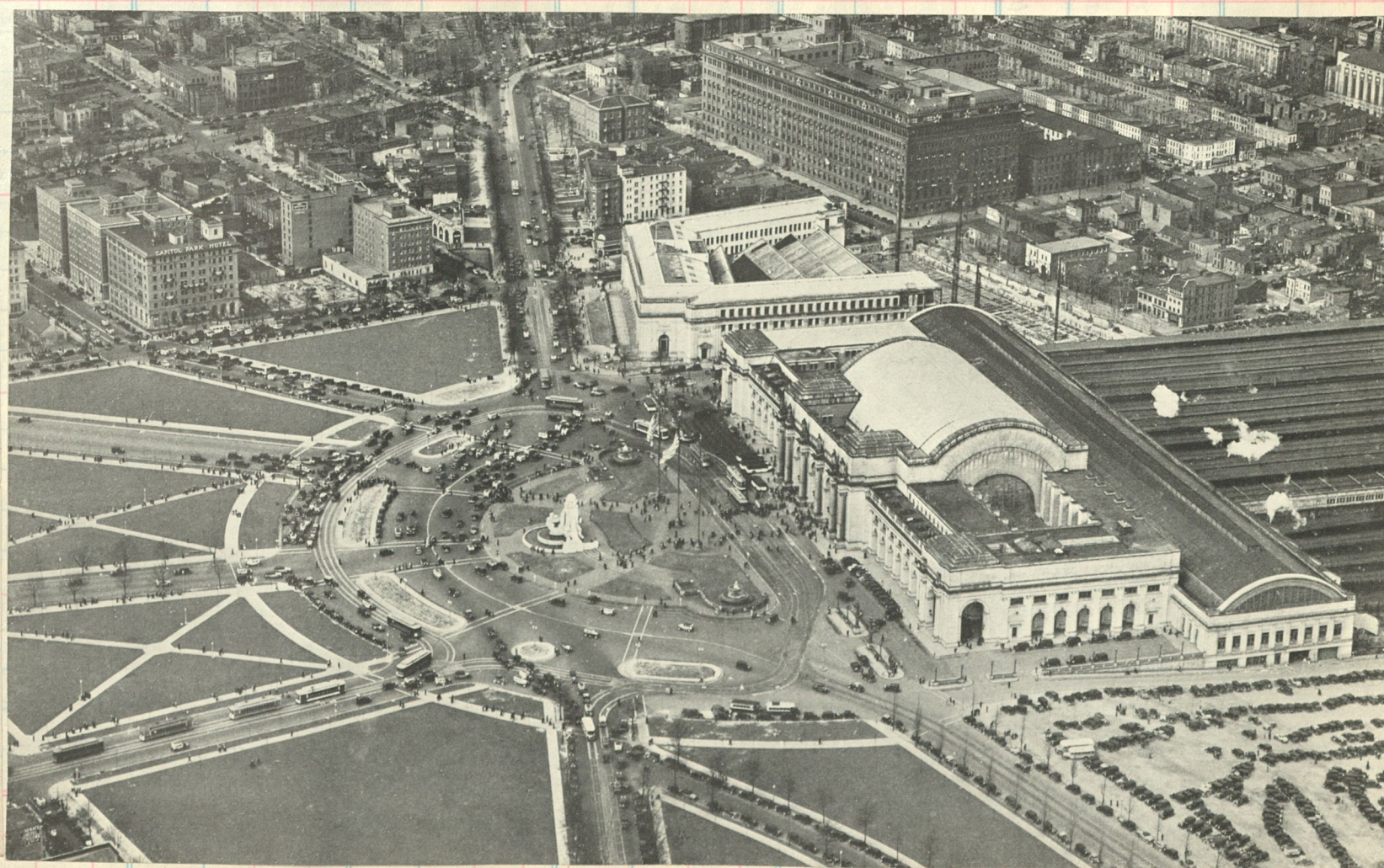
Eppa Hunton, Jr., general counsel of the Richmond, Fredericksburg & Potomac, has been elected president, with headquarters at Richmond, Va., succeeding **W. H. White**, deceased. Mr. Hunton was born on April 14, 1855, at Brentsville, Prince William County, Va. He studied in the grammar schools of Warrenton, Va., and attended the Bellevue High School in Bedford County, Va. Graduating in 1875, he entered the University of Virginia, from which he graduated in 1877. In the fall of the same year he began to practise law with his father at Warrenton, under the firm name of Hunton & Son. In 1901 he became a member of the law firm of Munford, Hunton, Williams & Anderson, at Richmond, Va., and still retains that connection. Besides representing the Richmond, Fredericksburg & Potomac, he is also counsel for the Washington-Southern.



E. Hunton, Jr.

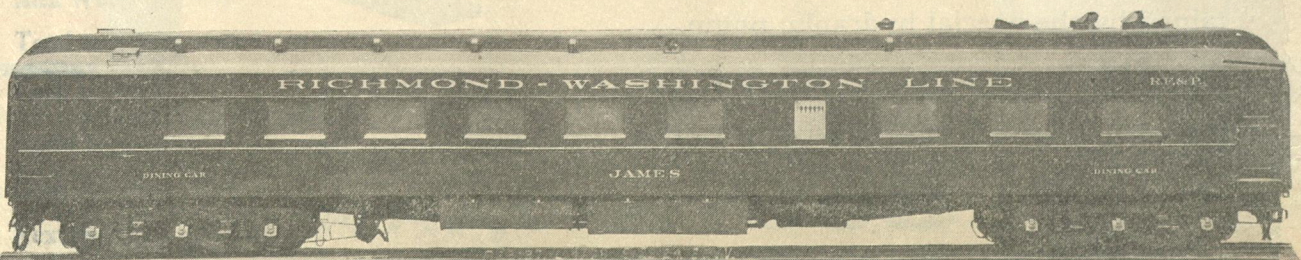


Enginehouse at Alexandria, Va. c 1860. Used by the Alexandria & Washington; the Alexandria, Loudon & Hampshire and the Orange & Alexandria. Also a main service point for engines of U. S. Military RR during the Civil War.

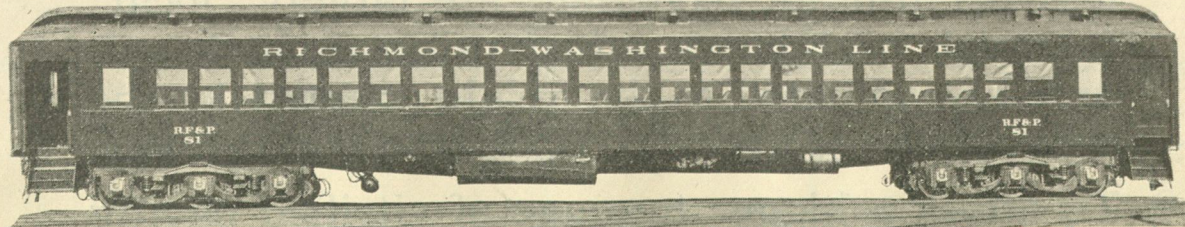


WASHINGTON UNION STATION

Opened in 1907 with 32 stub tracks and 12 through tracks on a lower level. Served the R.F. & P., B. & O., P.R.R., C. & O. and the Southern

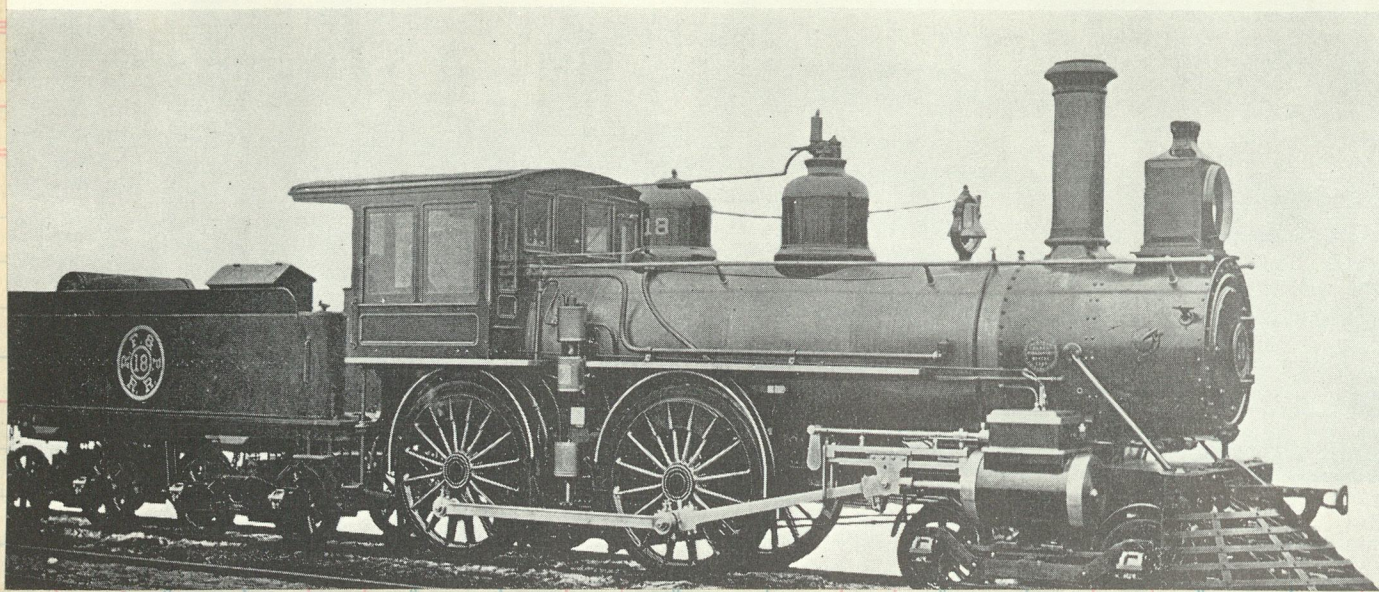


One of the seven diners operated by the R.F. & P.

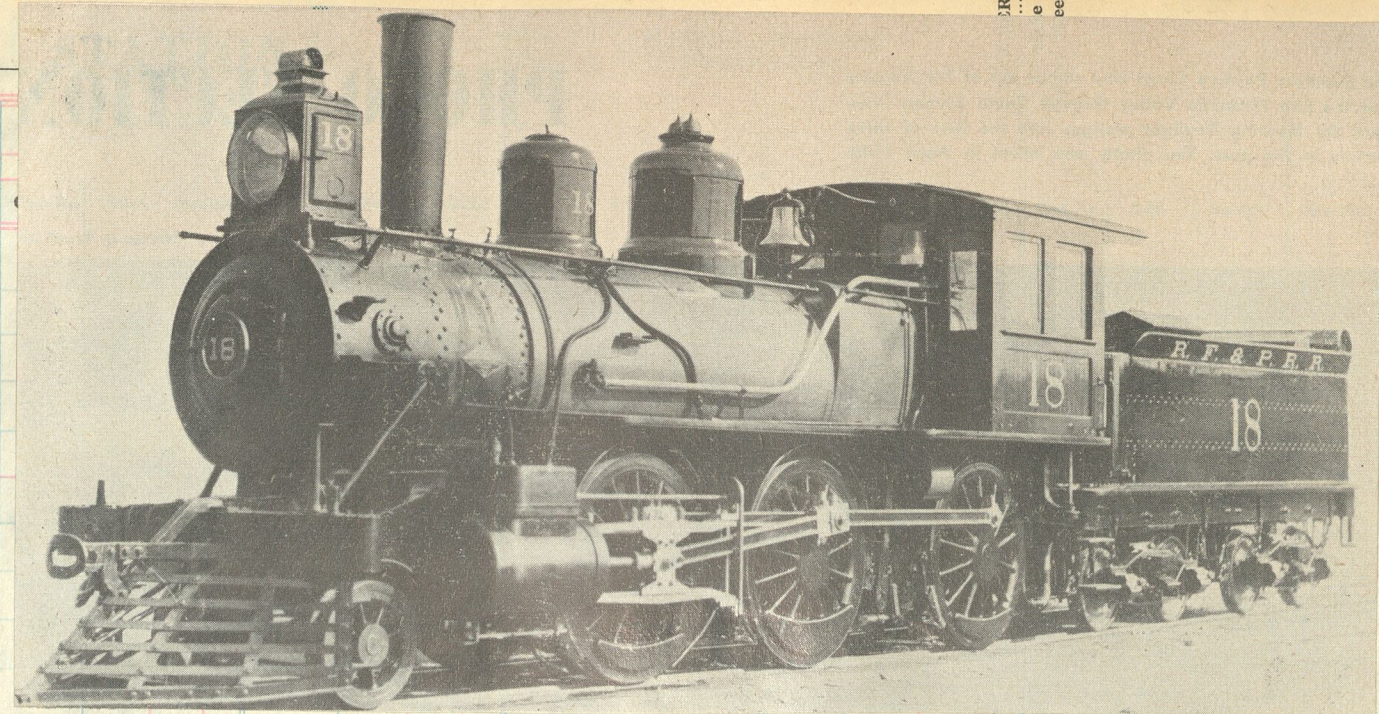


Day coach #81, blt by Bethlehem in 1923

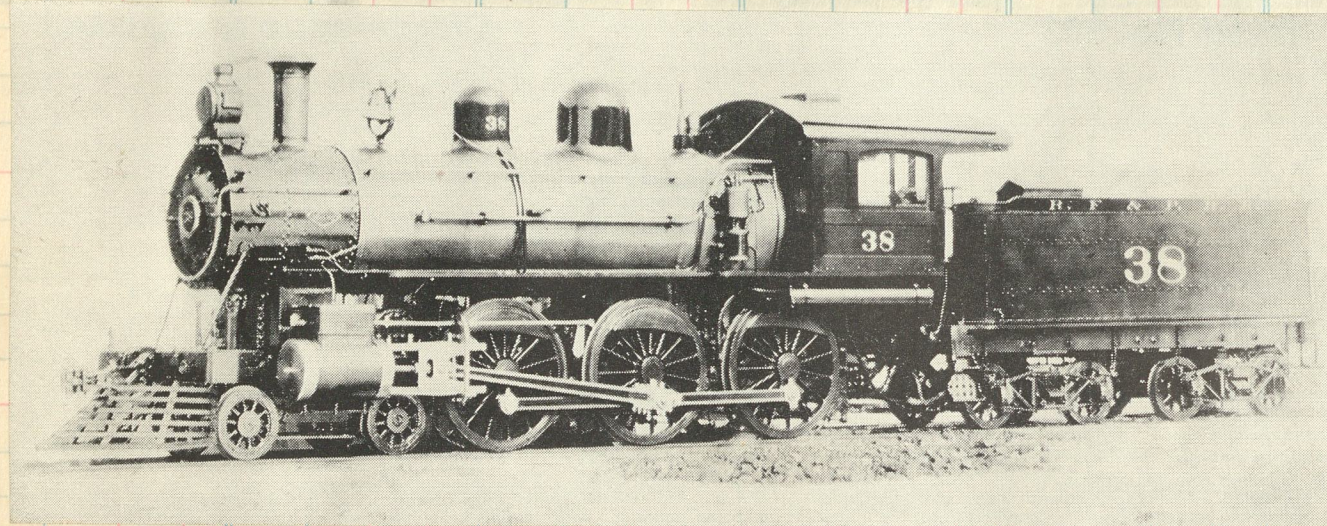
THE R.F. AND P. didn't always have big engines. No. 18 did the honors between Richmond and Washington starting in 1885. (Collection of C. A. Brown)



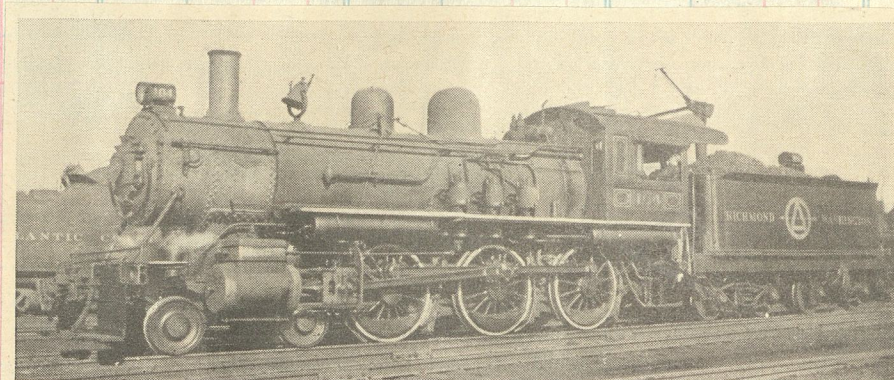
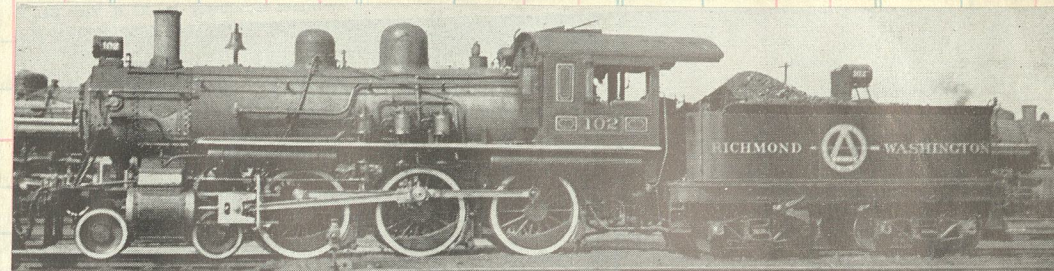
Baldwin delivered 1st #18 in 1886. Renoed 1st #53 in 1898 c/n 7785



2nd #18 came from Richmond in 1898 c/n 2662

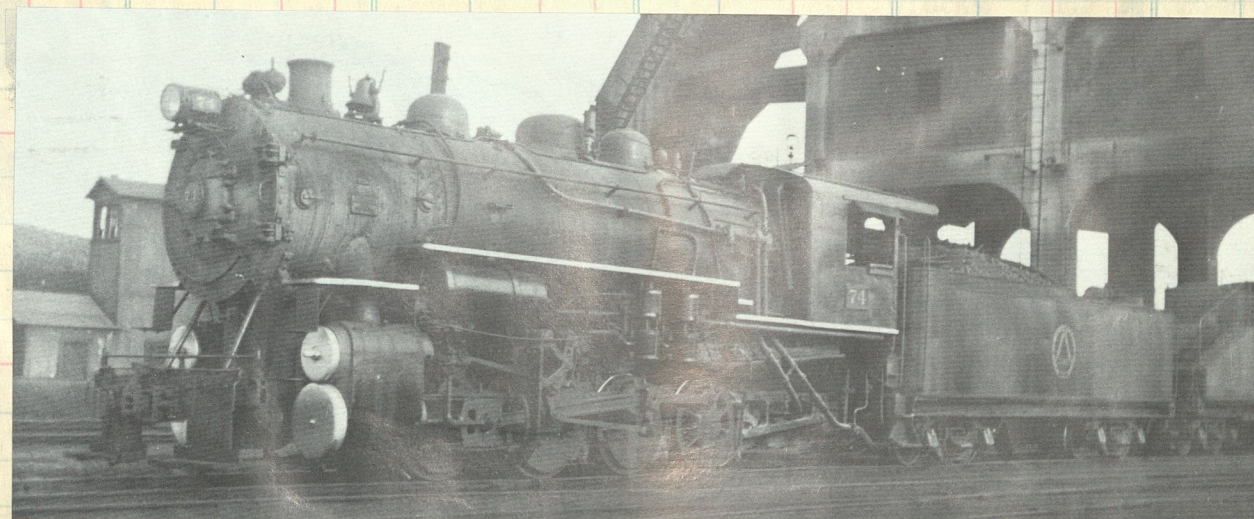
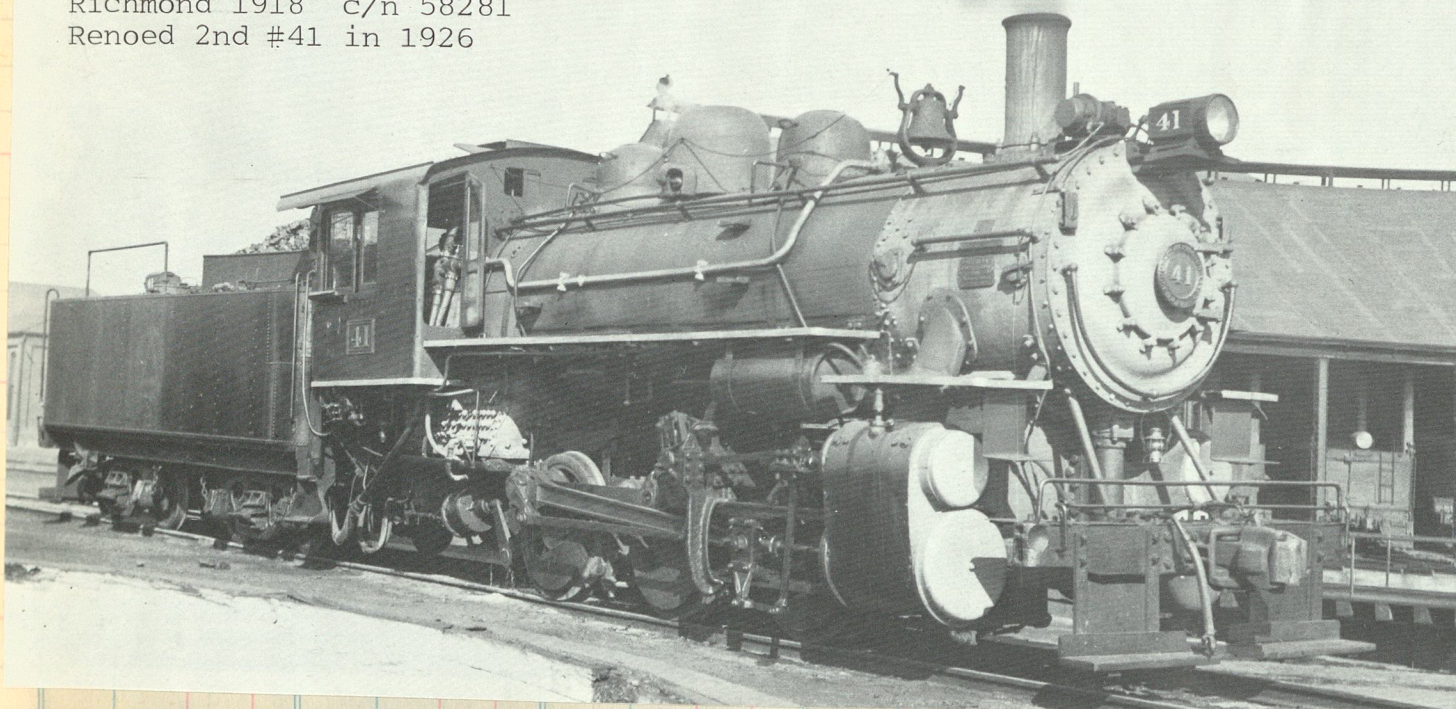


Four ten wheelers blt at Richmond in 1901 noed 38-41 c/n 3305 Later renoed 2nd #106

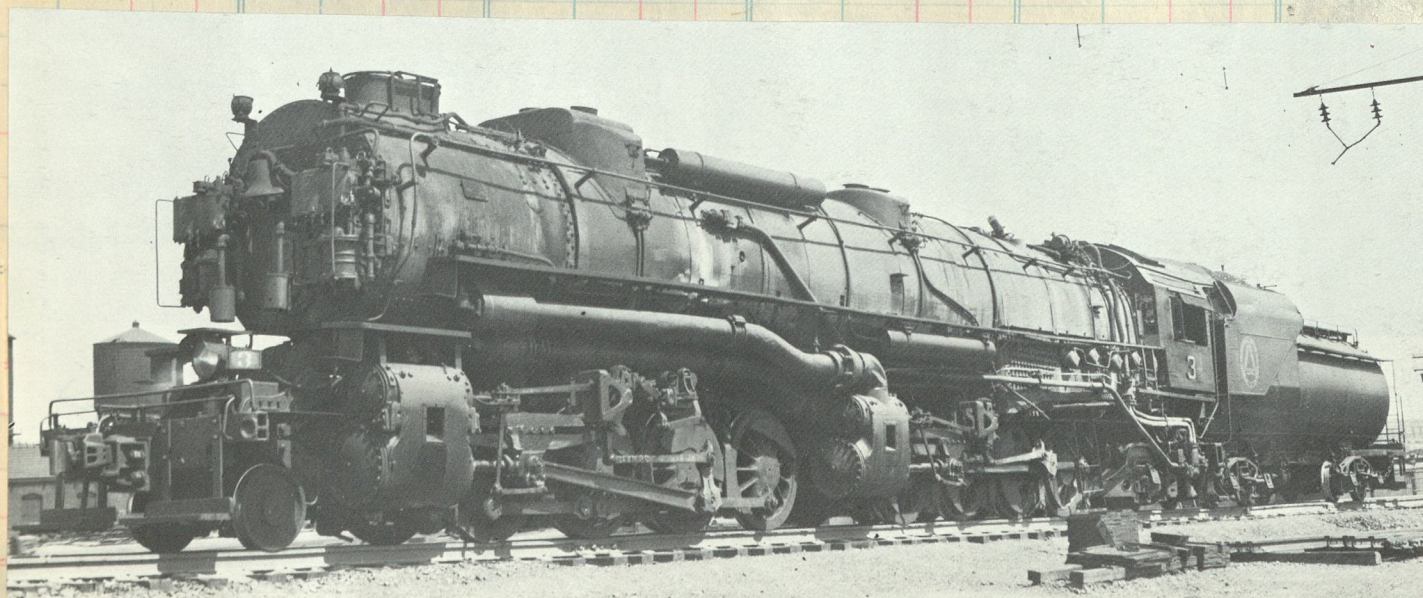


Two of the four delivered by Richmond 1903. #102 [top] original 1st 26 c/n 26861. The 104 was org 2nd #28 c/n 26863. Shown as yard engines for working the Broad Street station in Richmond.

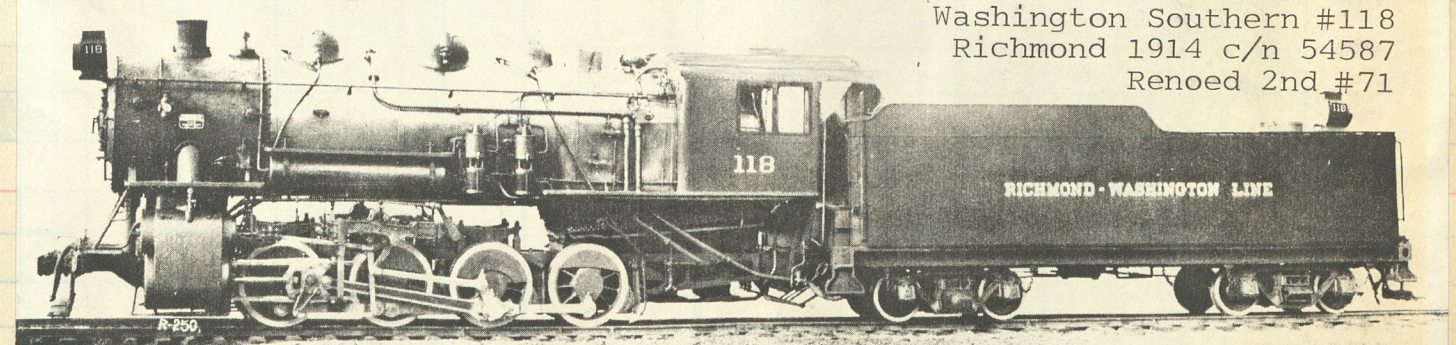
Blt as Washington Southern #109 Richmond 1918 c/n 58281 Renoed 2nd #41 in 1926



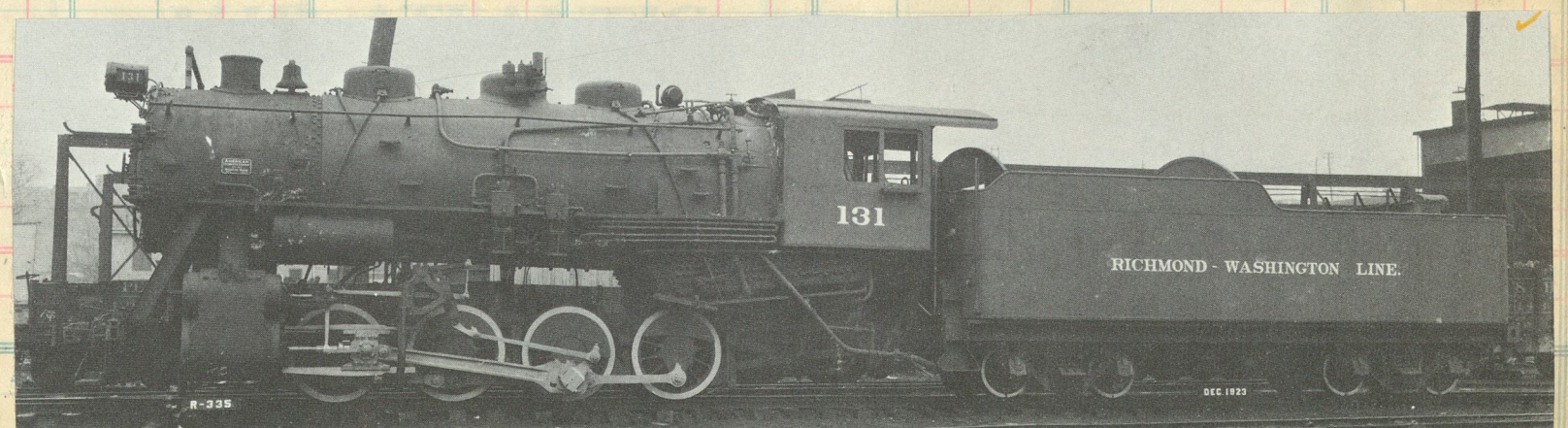
2nd #74 org #126 blt at Richmond 1923 c/n 64278 One of only six 0-8-0's on the roster



One of the three former C. & O. 2-8-8-2's acquired by the R.F. & P. in 1943 for service as hump engines at Potomac Yard. This is 7th #3, ex C&O #1111, 1552 blt at Schenectady 1924 c/n 64963.



Washington Southern #118 Richmond 1914 c/n 54587 Renoed 2nd #71

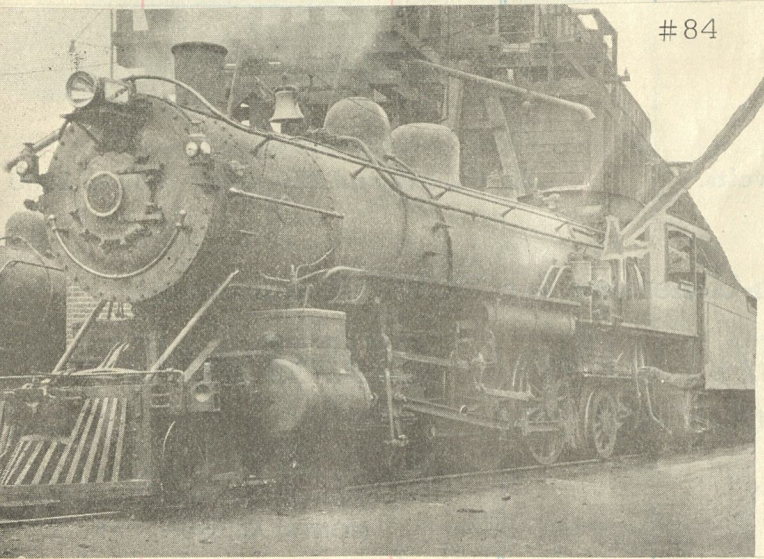
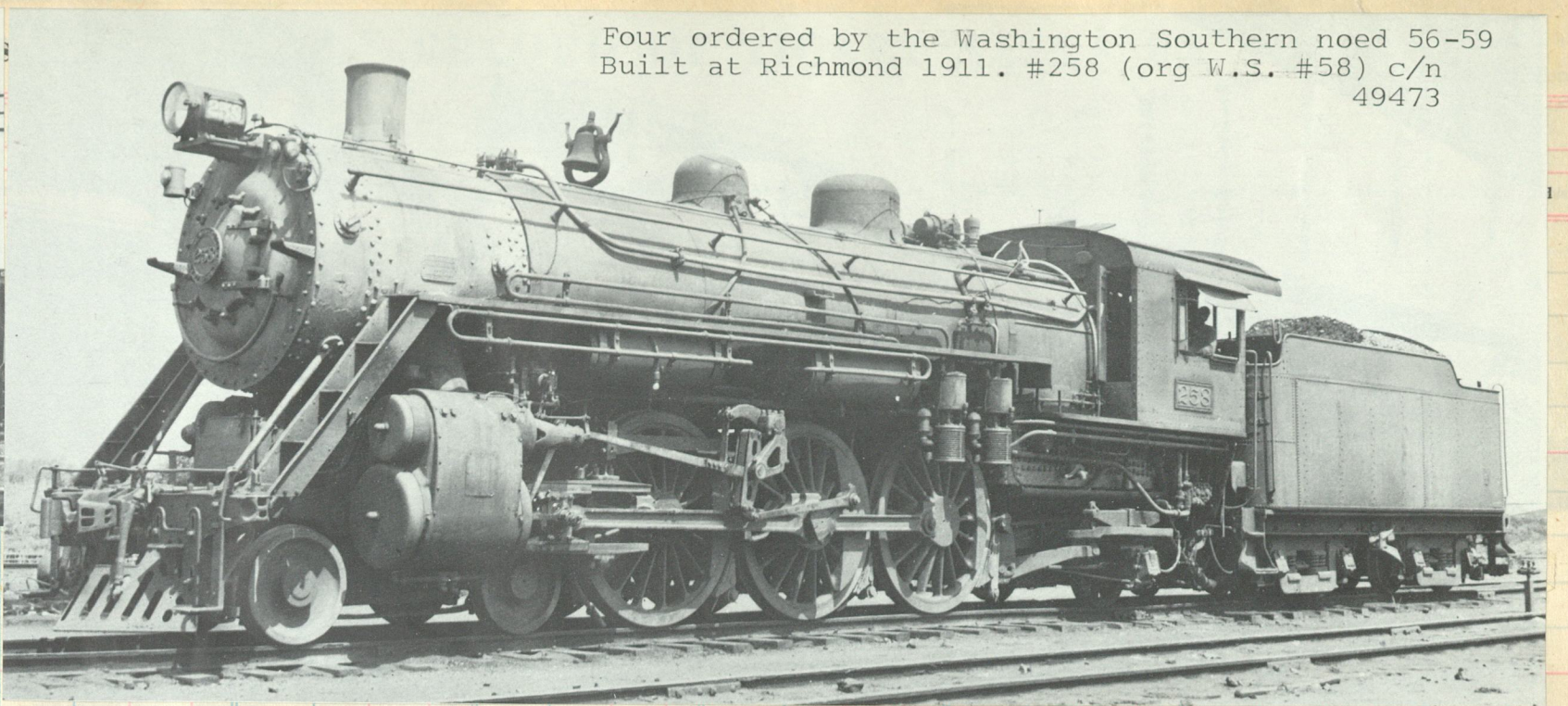


Renoed 2nd #92 Richmond 1923 c/n 65180. The 0-8-0's were used mainly as hump engines in Potomac Yard

lt as Washington Southern # 60
y Baldwin 1904 c/n 23817



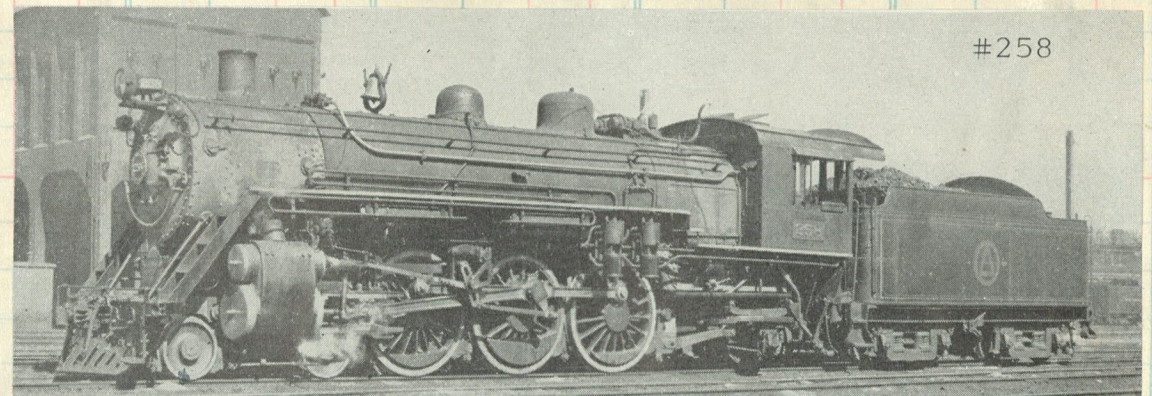
Four ordered by the Washington Southern noed 56-59
Built at Richmond 1911. #258 (org W.S. #58) c/n
49473



#84

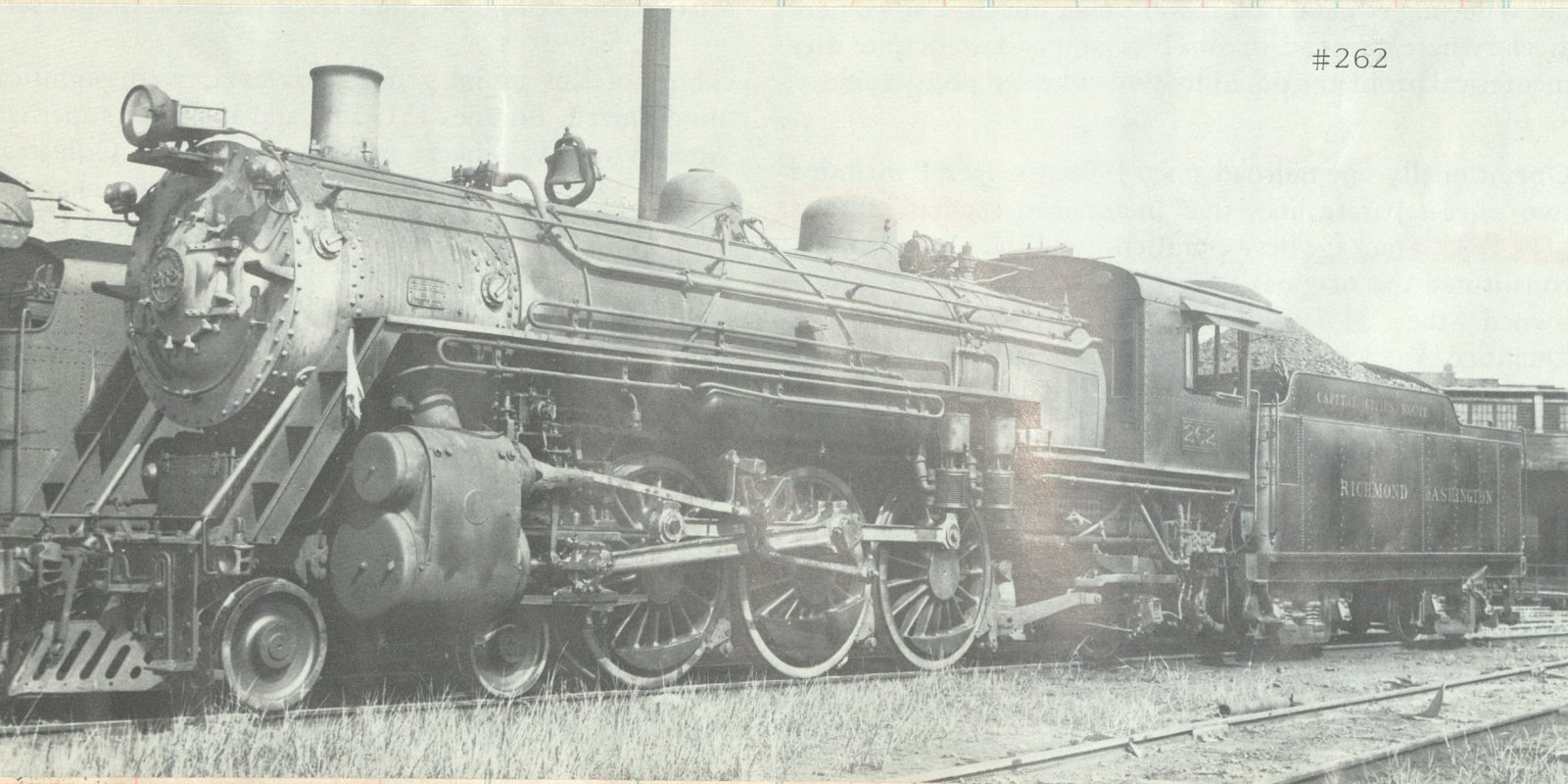


Extra 260 south near
Alexandria

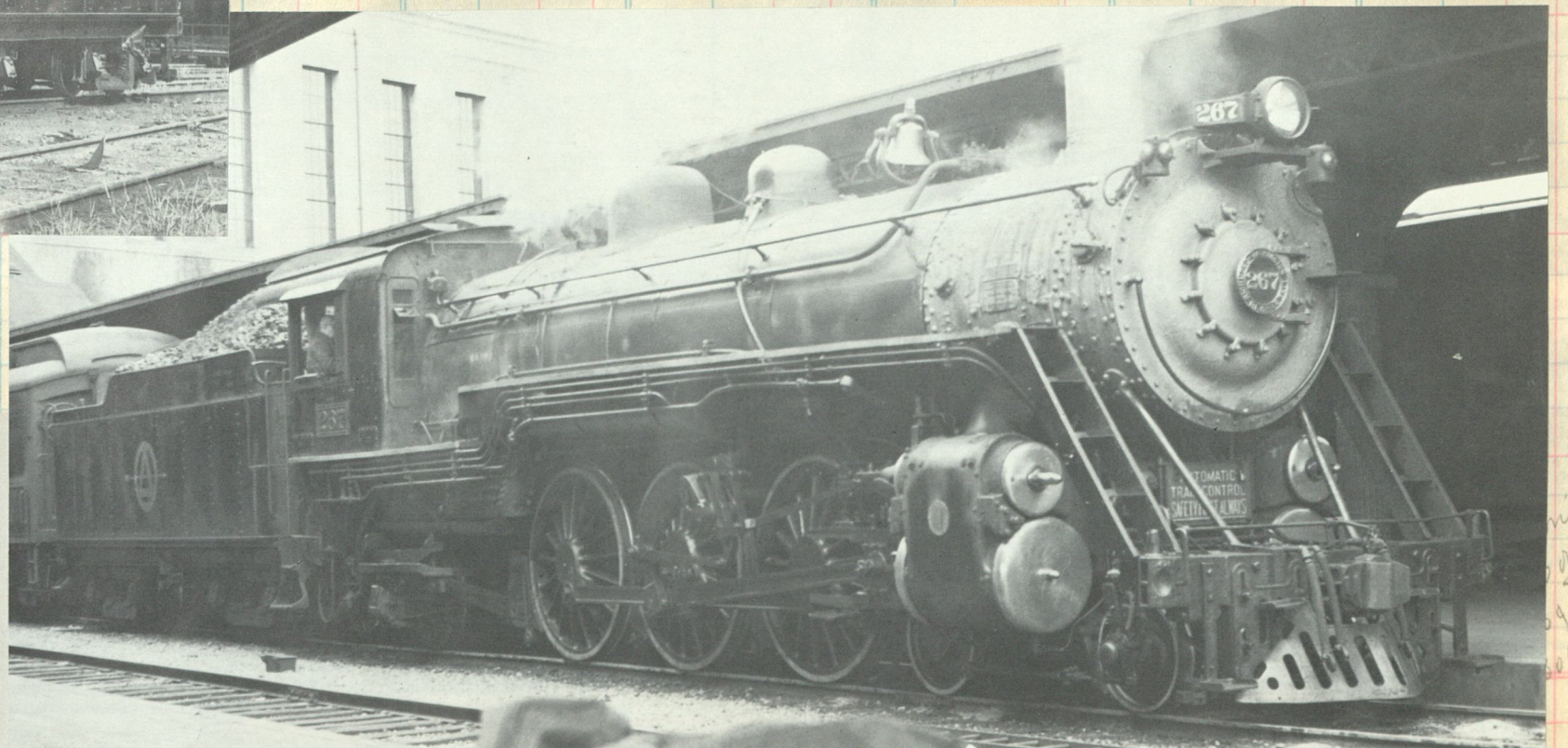
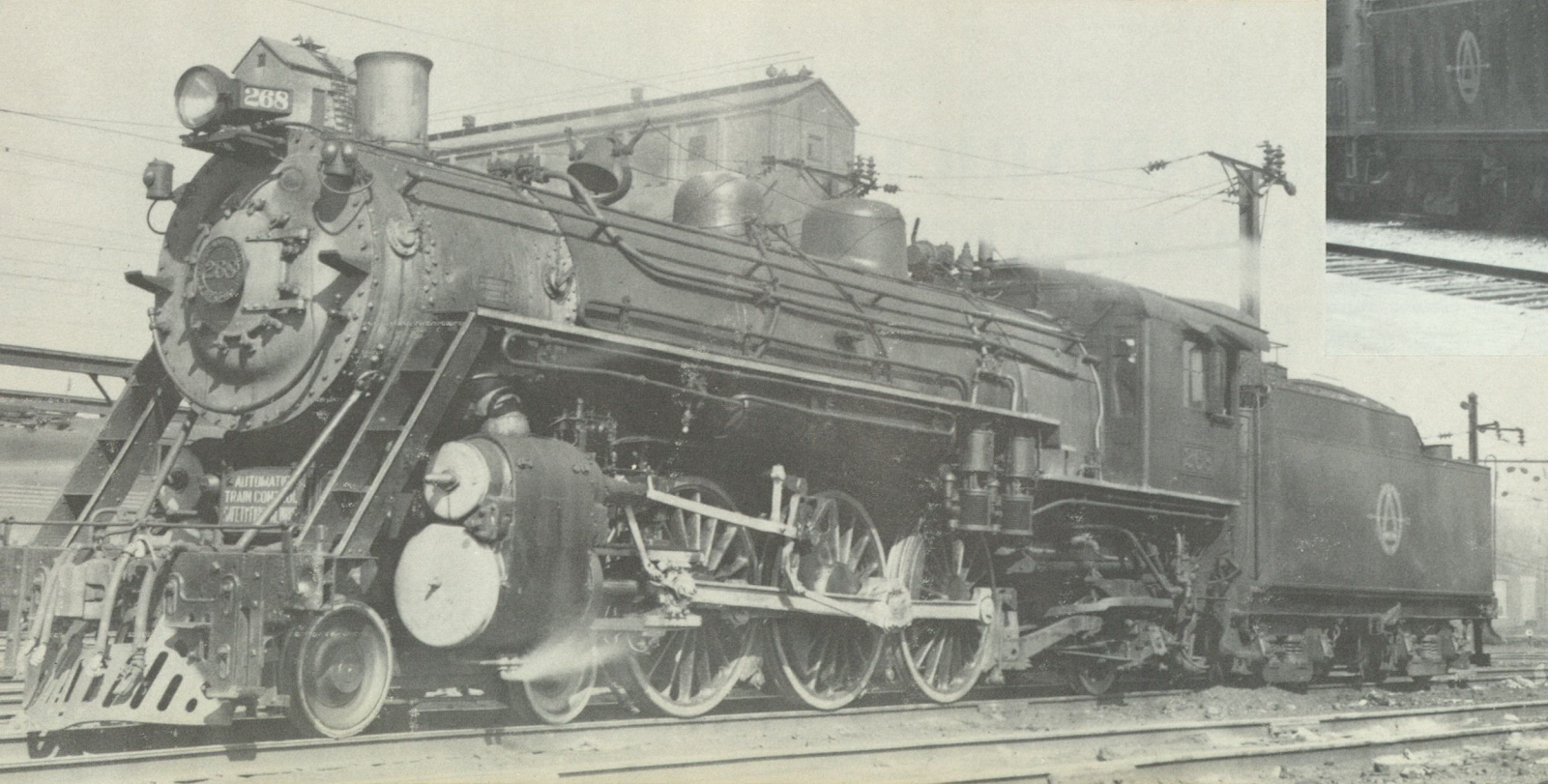
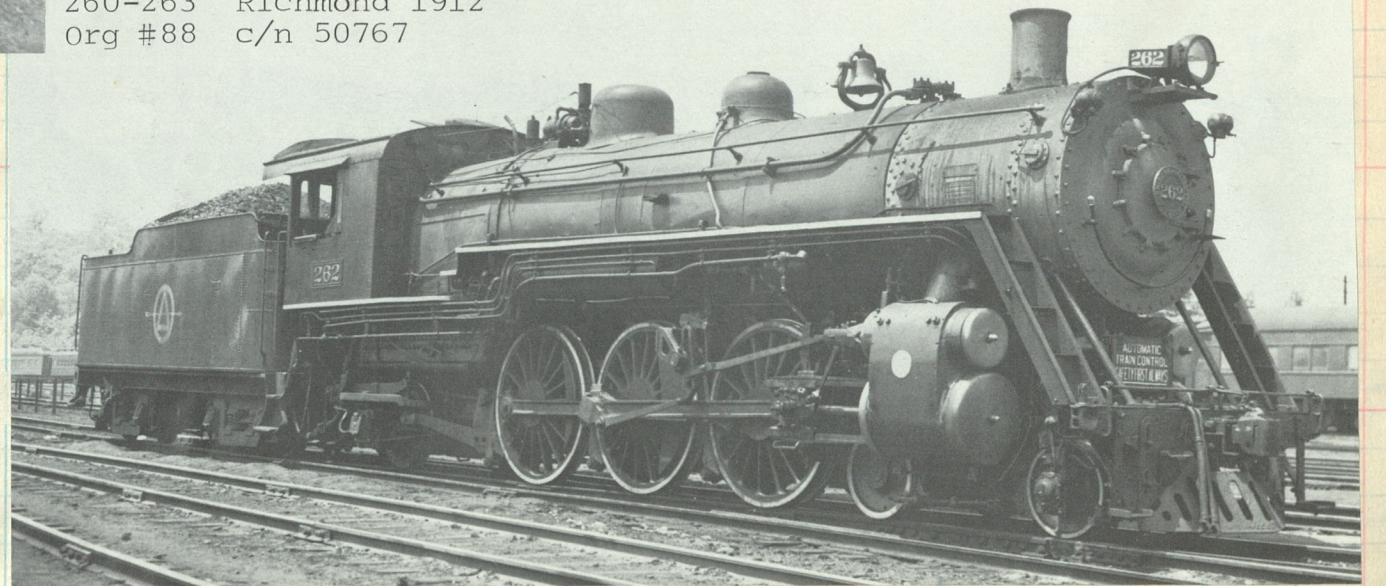


#258

260-263 Richmond 1912
Org #88 c/n 50767

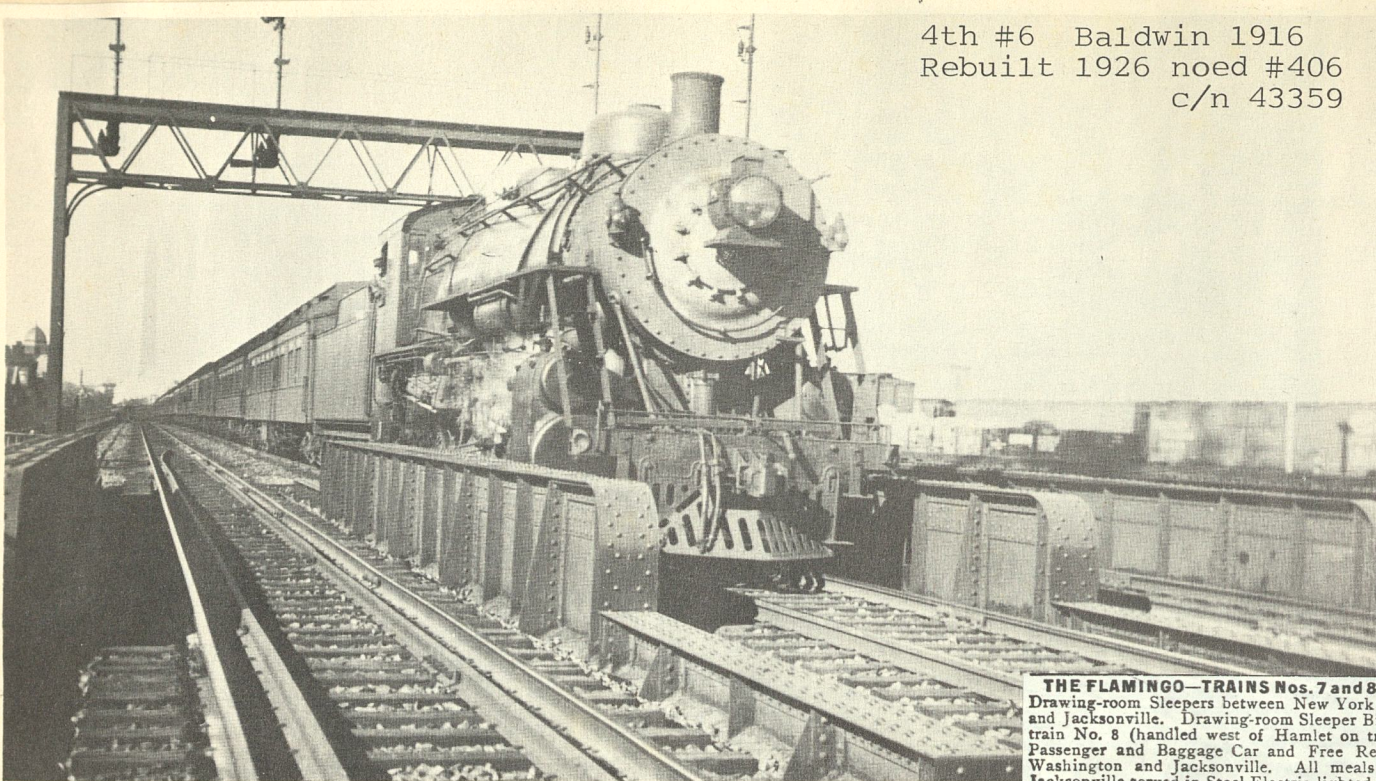


#262



Five attractive Pacifics were delivered by Richmond in 1913 noed 90-94.
Renoed 264-268. The 267 (above) c/n 52902 is ready to depart Broad St
Station with Trn #14.

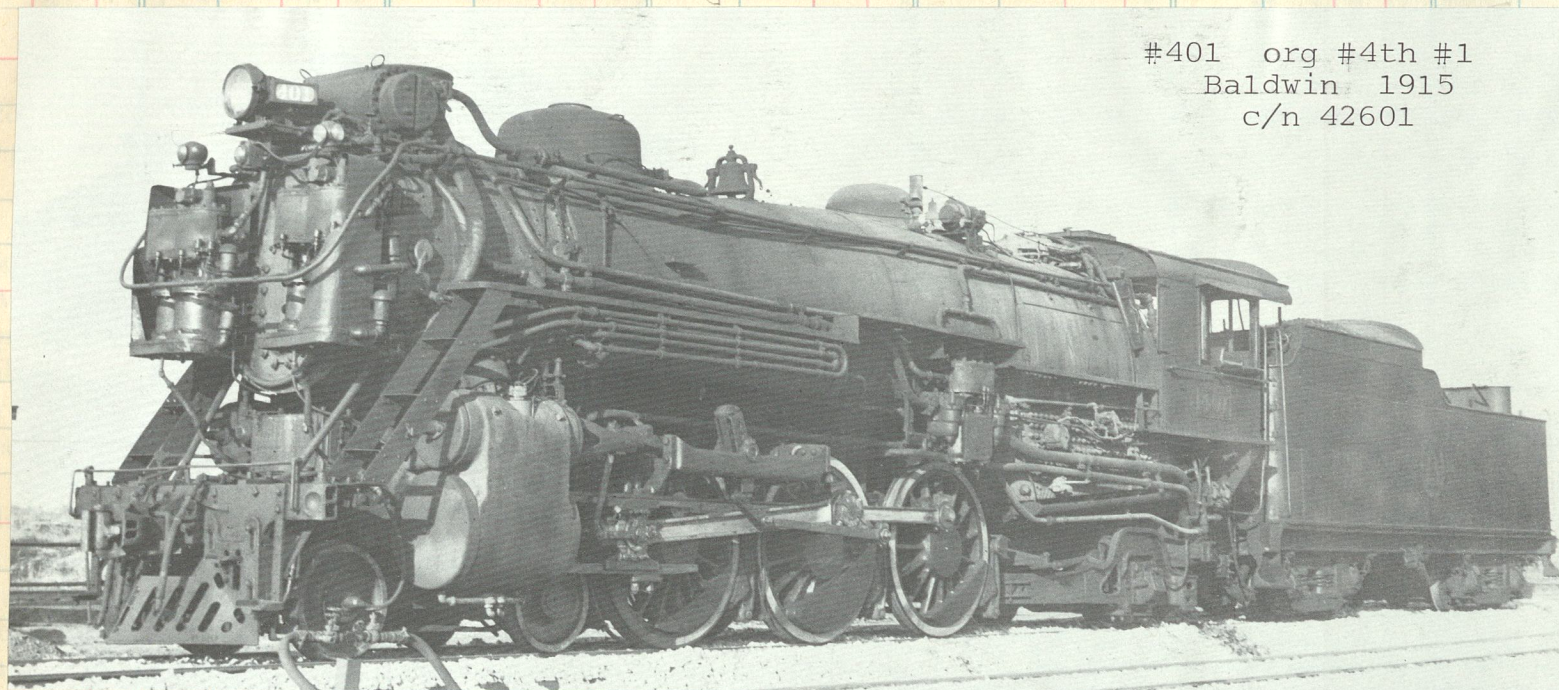
#268 at the Ivy City engine terminal, W.D.C.



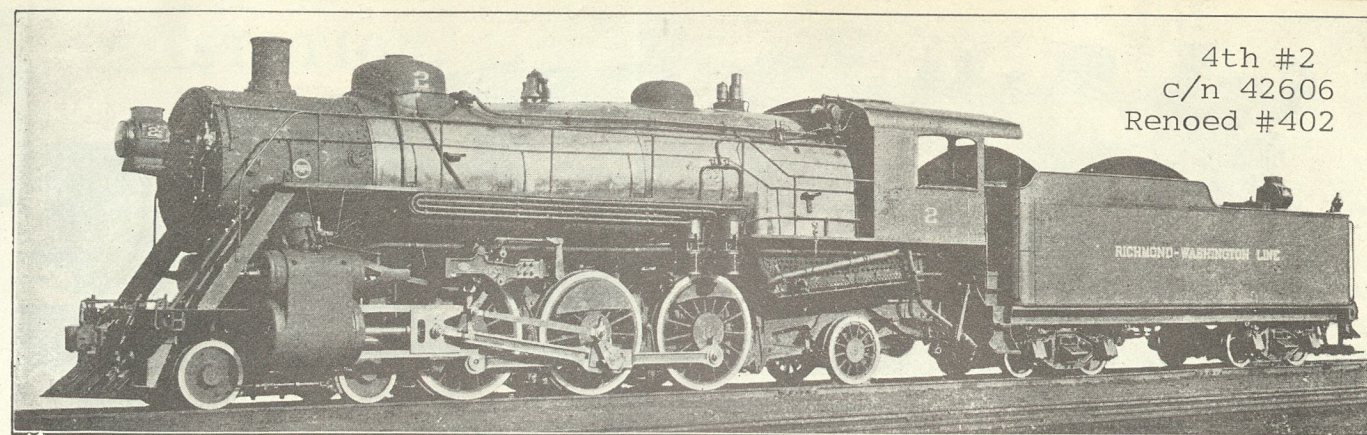
4th #6 Baldwin 1916
Rebuilt 1926 noed #406
c/n 43359

THE FLAMINGO—TRAINS Nos. 7 and 8—All Steel Equipment.—Drawing-room Sleepers between New York and Key West; New York and Jacksonville. Drawing-room Sleeper Birmingham to New York on train No. 8 (hauled west of Hamlet on train No. 6). Combination Passenger and Baggage Car and Free Reclining Chair Car between Washington and Jacksonville. All meals between New York and Jacksonville served in Steel Electric-lighted Dining Cars. 1916

Trn #7, the Seaboard Air Line's FLAMINGO, glides past Potomac Yard. This train carried a sleeper for Key West, Fla.



#401 org #4th #1
Baldwin 1915
c/n 42601



4th #2
c/n 42606
Renoed #402

Fig. 147—Pacific (4-6-2) Locomotive for Freight Service. Built for Richmond, Fredericksburg & Potomac by the Baldwin Locomotive Works. 1915

Gage.....	4 ft. 8 1/4 in.	Heating Surface, Tubes.....	3,311 sq. ft.
Cylinders.....	26 in. x 28 in.	Heating Surface, Firebox.....	369 sq. ft.
Steam Pressure.....	200 lbs.	Heating Surface, Total.....	3,680 sq. ft.
Diam. of Drivers.....	68 in.	Heating Surface, Superheater.....	760 sq. ft.
Tractive Effort.....	47,400 lbs.	Grate Area.....	91.3 sq. ft.
Rigid Wheel Base.....	13 ft.	Weight on Drivers.....	197,300 lbs.
Driving Wheel Base.....	34 ft. 5 in.	Weight, Total.....	293,000 lbs.
Total Wheel Base.....	34 ft. 5 in.	Fuel.....	Soft coal



#405 with northbound tonnage near Franconia

From ICC Report of January 19, 1934

Derailment and Collision on RF&P RR at Cherry Hill, Va., on December 6, 1933 at 3:06 A.M.



BOTH THE ENGINEER and fireman of Seaboard Airline Florida Express were killed when the fast train smashed into a derailed freight

train near Quantico, Va. None of the passengers was injured. Here is a view of the piled-up cars. Wrecking car is shown in background.

On December 6, 1933, there was a derailment of a freight train of the Richmond, Fredericksburg & Potomac RR near Cherry Hill, Va., following which the engine fouled the adjacent main track and was struck by a passenger train traveling in the opposite direction, resulting in the death of two employees, and the injury of 8 passengers, 1 Pullman conductor, 2 Pullman porters, and 3 employees.

South-bound freight train extra 403 consisted of 1 water car, 65 freight cars and a caboose, hauled by engine 403, and was in charge of Conductor Gills and Engineman Winfree. This train passed CW tower, the last open office, 10.9 miles north of Cherry Hill, at 2:50 a.m., according to the train sheet, passed signal 837, which was displaying a proceed indication, and was derailed at a landslide in the cut north of Cherry Hill while traveling at a speed estimated to have been between 35 and 45 miles per hour; the derailed freight engine continued to a point about 315 feet south of the point of derailment and fouled the north-bound main track, where it was struck by the engine of train No. 192.

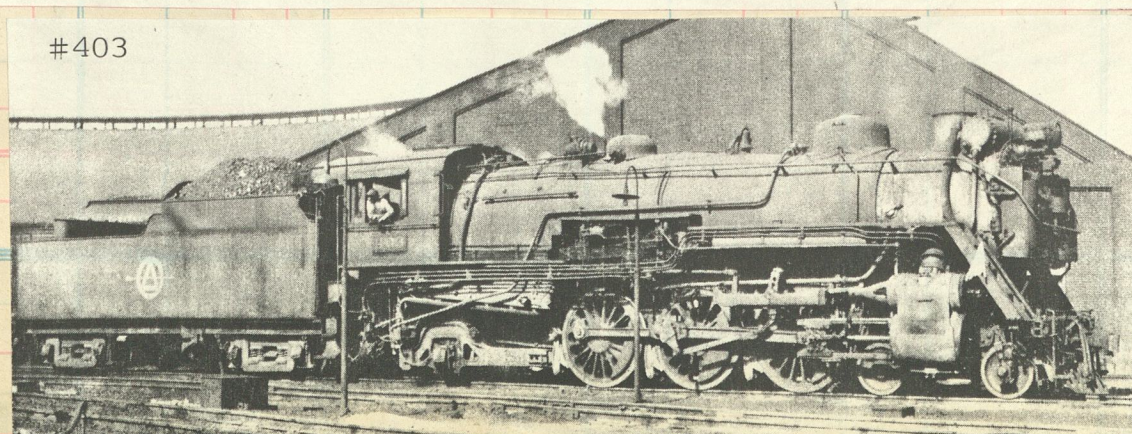
North-bound passenger train No. 192 consisted of 5 empty express cars, 1 loaded express car, 1 baggage car, 1 coach and 6 Pullman sleeping cars, in the order named, all of steel construction, hauled by engine 306, and was in charge of Conductor Leary and Engineman Kuhn. This train passed Quantico, the last open office, 3.6 miles south of Cherry Hill, at 3 a.m., according to the train sheet, 15 minutes late, passed signal 822, which apparently was displaying a proceed indication, and struck the derailed engine of extra 403 while traveling at a speed estimated to have been between 50 and 55 miles per hour.

Engine 403, together with its tender, the water car, the first 11 freight cars, and the forward truck of the twelfth car were derailed. Engine 403 was leaning to the east with its tender and the water car behind it; the first 10 cars were empty gondolas and 8 of them were piled up behind the engine and tender and completely blocked the cut. When the derailed equipment of extra 403 was struck by train No. 192 the force of the impact apparently

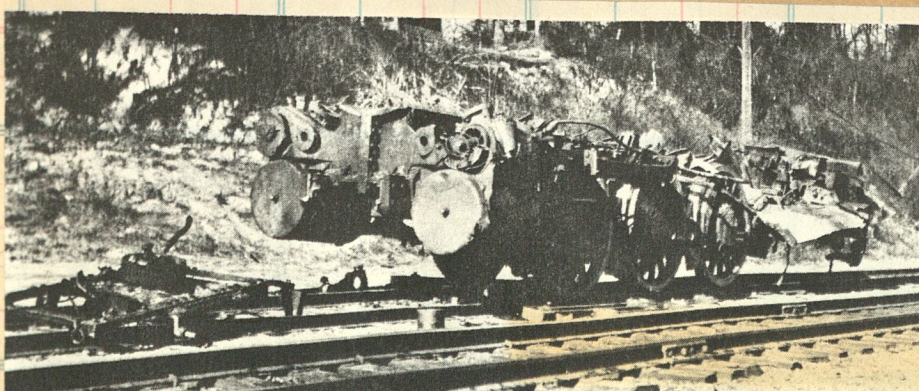
drove engine 403 and its tender backward a distance of about 30 feet and tore the boiler from the frame, this engine being very badly damaged. Engine 306 was hurled over the east bank of the cut and stopped on its left side, partly reversed and headed toward the Potomac River east of the right of way, while its tender was standing on end leaning against engine 403. Four of the empty express cars were derailed, the first car overriding the wreckage and stopping diagonally across the front end of engine 403, with the forward end of the car alongside the west bank of the cut; the second car followed engine 306 up the east bank with the next two cars behind it, but in line with the tracks. Note: (Corrected RF&P RR dispatcher's train sheet states only three of the express cars derailed). The landslide which caused the derailment of the freight train consisted of approximately 375 cubic yards of material from near the top of the west bank of the cut, most of it lodging between the toe of the slope and the ends of the ties of the south-bound track and pushing that track out of line toward the east a maximum of about 12 inches. The employees killed were the engineman and fireman of train No. 192, while the employees injured were the engineman, fireman, and head brakeman of Extra 403.

Note:—Wrecking train from Acca departed 4:48 A.M. Dec. 6 and arrived at Cherry Hill at 7:41 A.M. Wrecking train from Potomac Yard by AF Tower at 4:41 A.M. Train No. 192 was known as the "New York-Florida Limited," a Seaboard connection. Passengers from No. 192 were shuttled from scene of wreck at Cherry Hill down to Quantico on Motor Car M-2 sent from Fredericksburg. Then they were bused from Quantico up to Washington. Other trains that day were consolidated and rerouted between AF Tower and Doswell over the Southern Ry and C&O Ry via Orange and Gordonsville. No. 29 was run via RF&P with passengers transferred around derailment on to Motor car M-1 and coach for Richmond. Northbound track opened for service at 2:55 A.M. December 7 and southbound track at 2:00 P.M. December 9, 1933. Badly damaged RF&P RR locomotives No. 306 and 403 required complete rebuilding in Boulton Shop at Richmond, with new boilers that were constructed by the Baldwin Locomotive Works at Eddystone, Pa., in 1934 applied.

#403

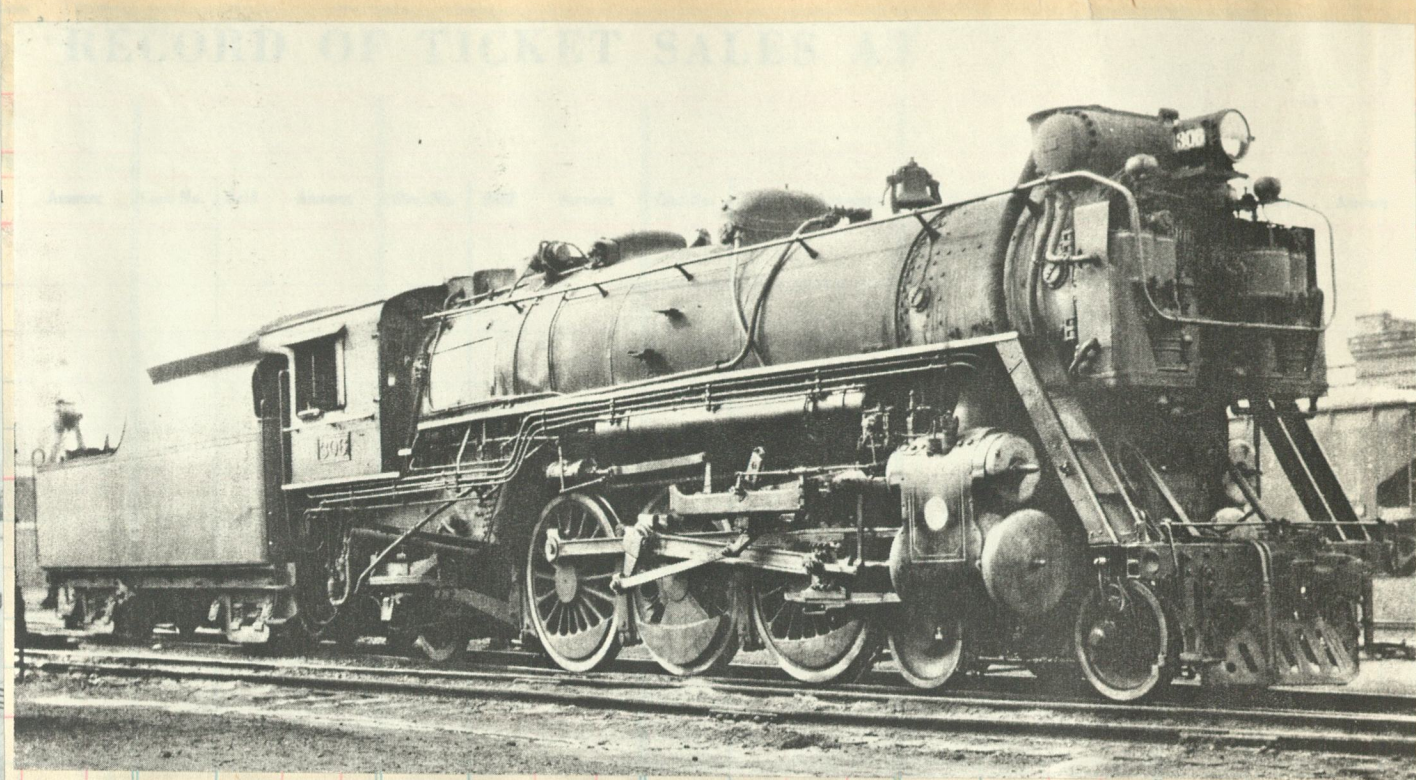
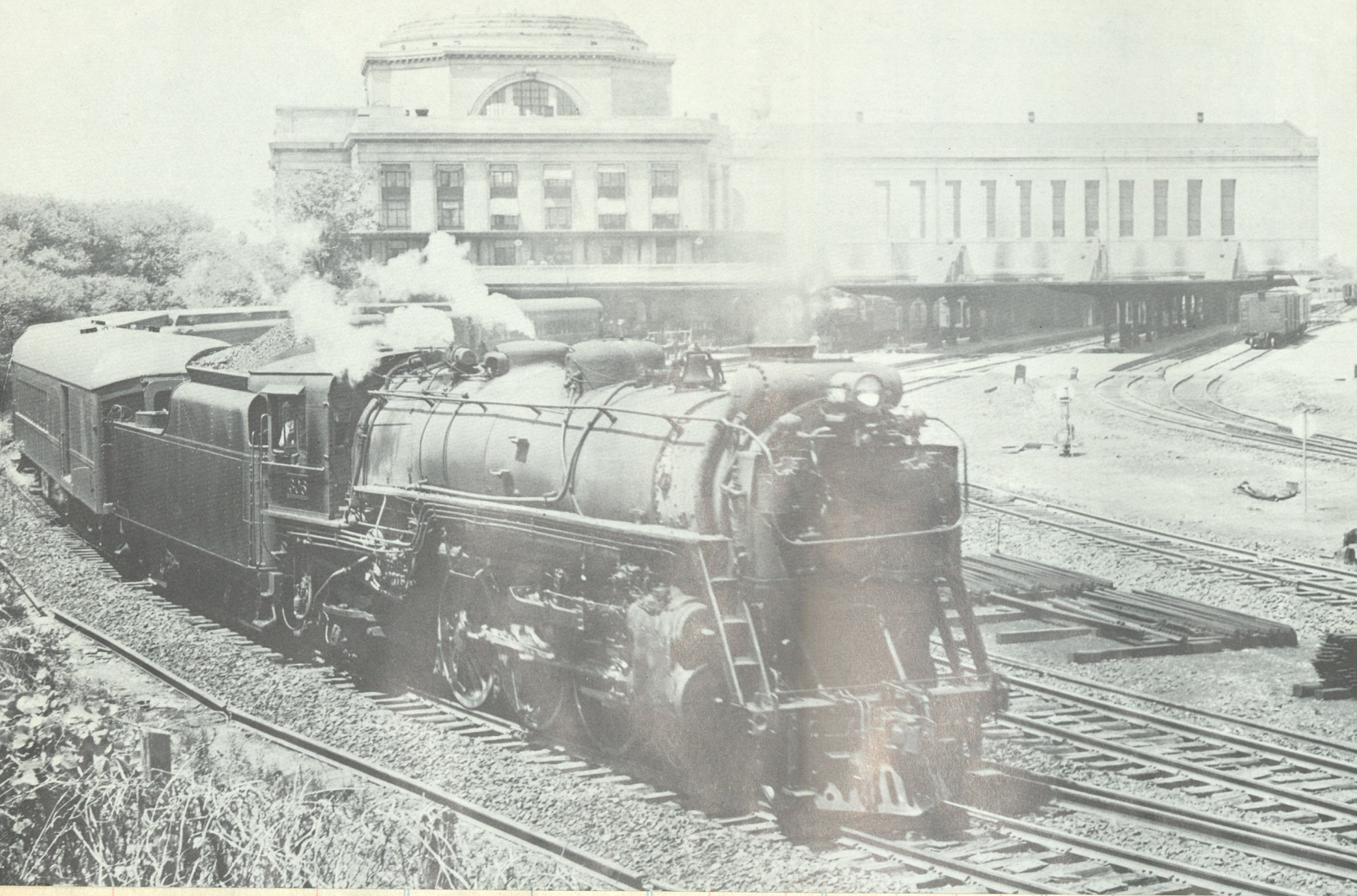


After being 'totaled' at Cherry Hill, the 403 was rebuilt with new boiler in 1934 [as shown] Org 5th #3 Baldwin 1916. c/n 43356



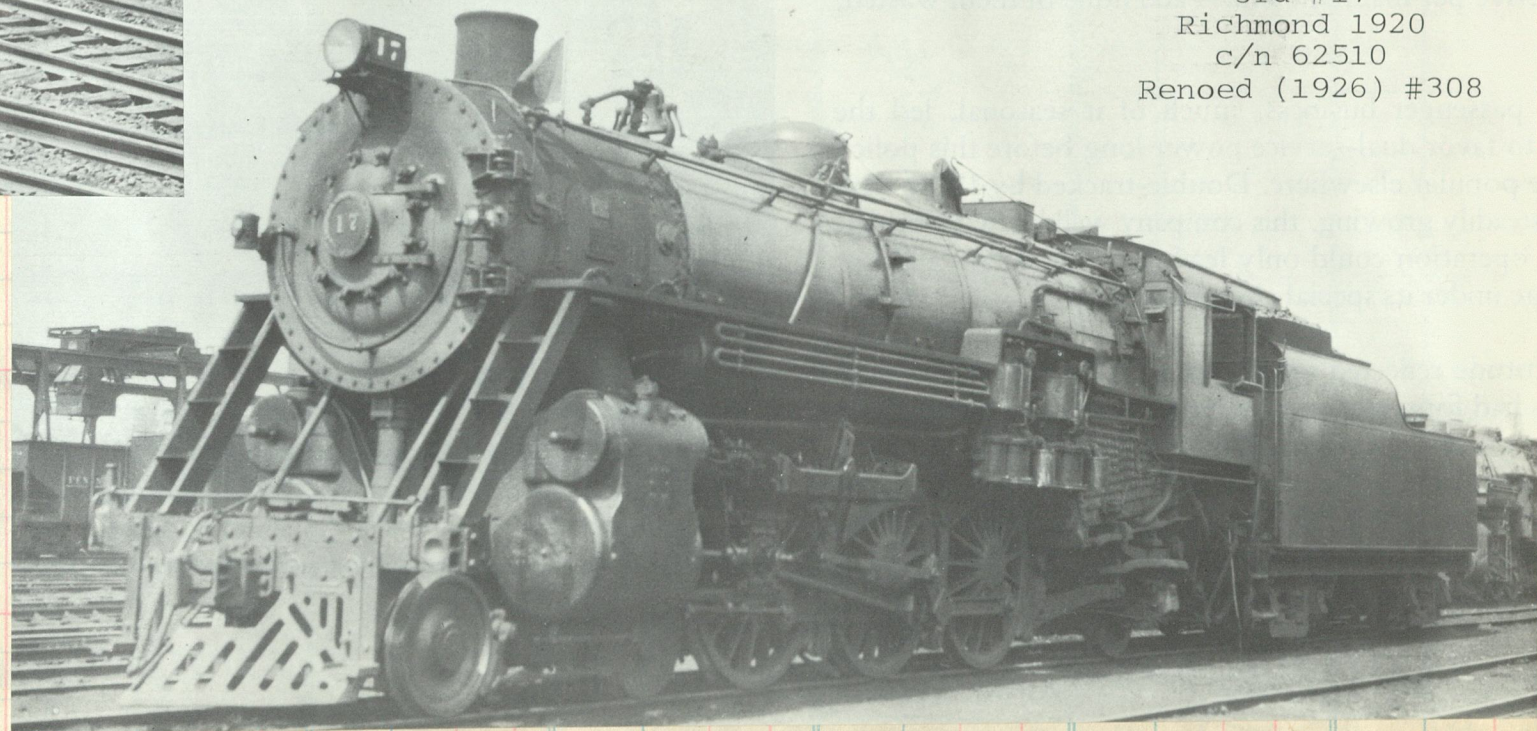
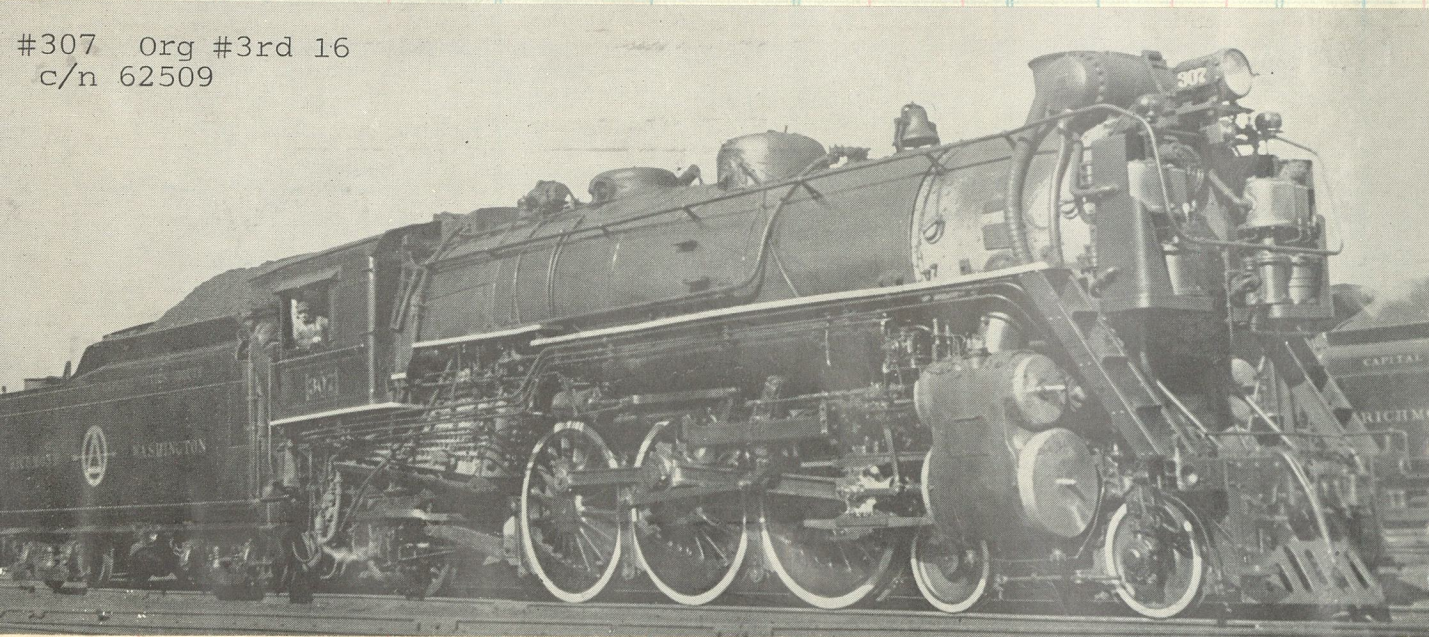
Wrecked running gear of southbound engine No. 403 consisting of cylinders, frame, and drivers, with engine truck frame set on track ahead at Cherry Hill siding.

Bruce D. Fales

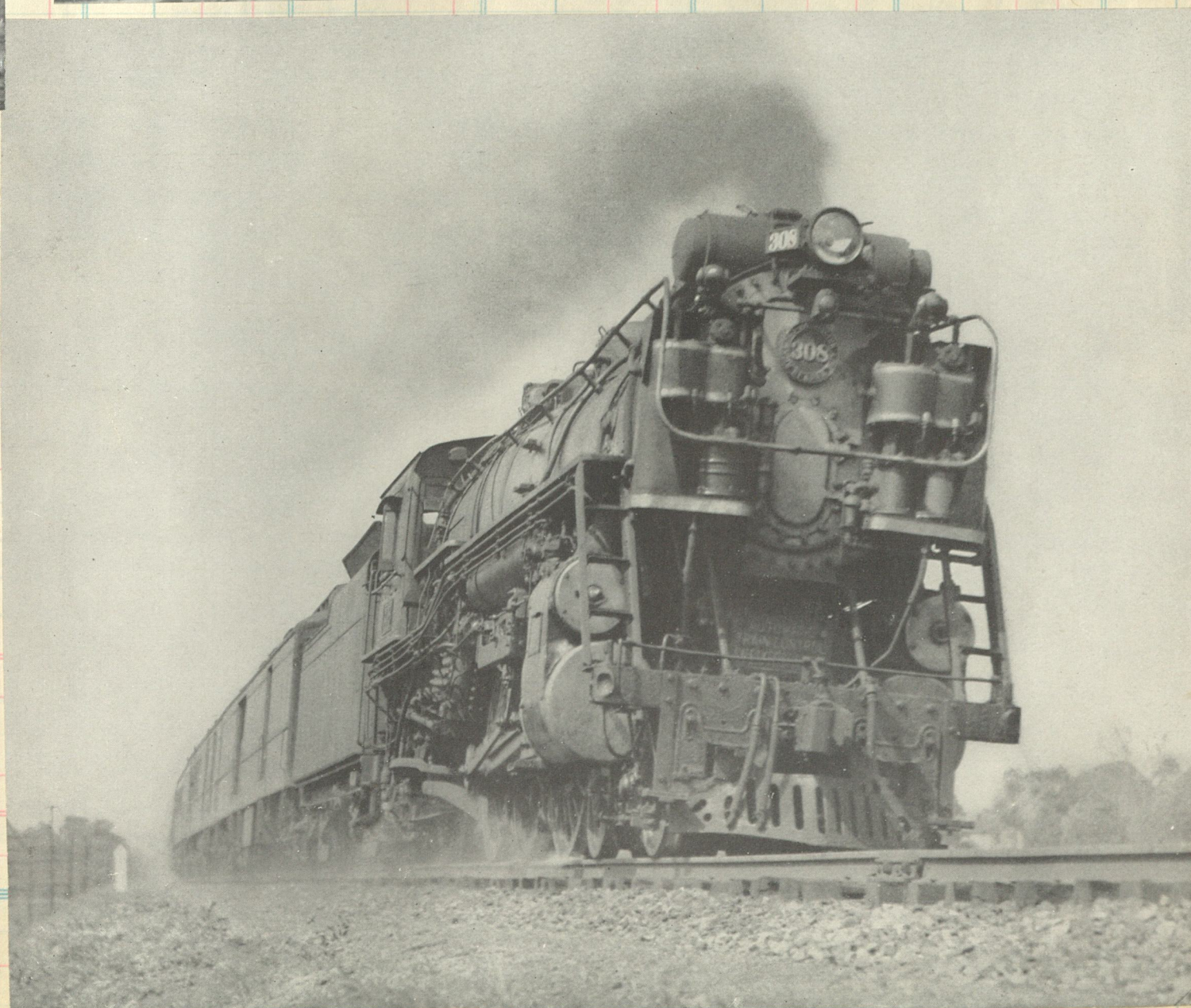
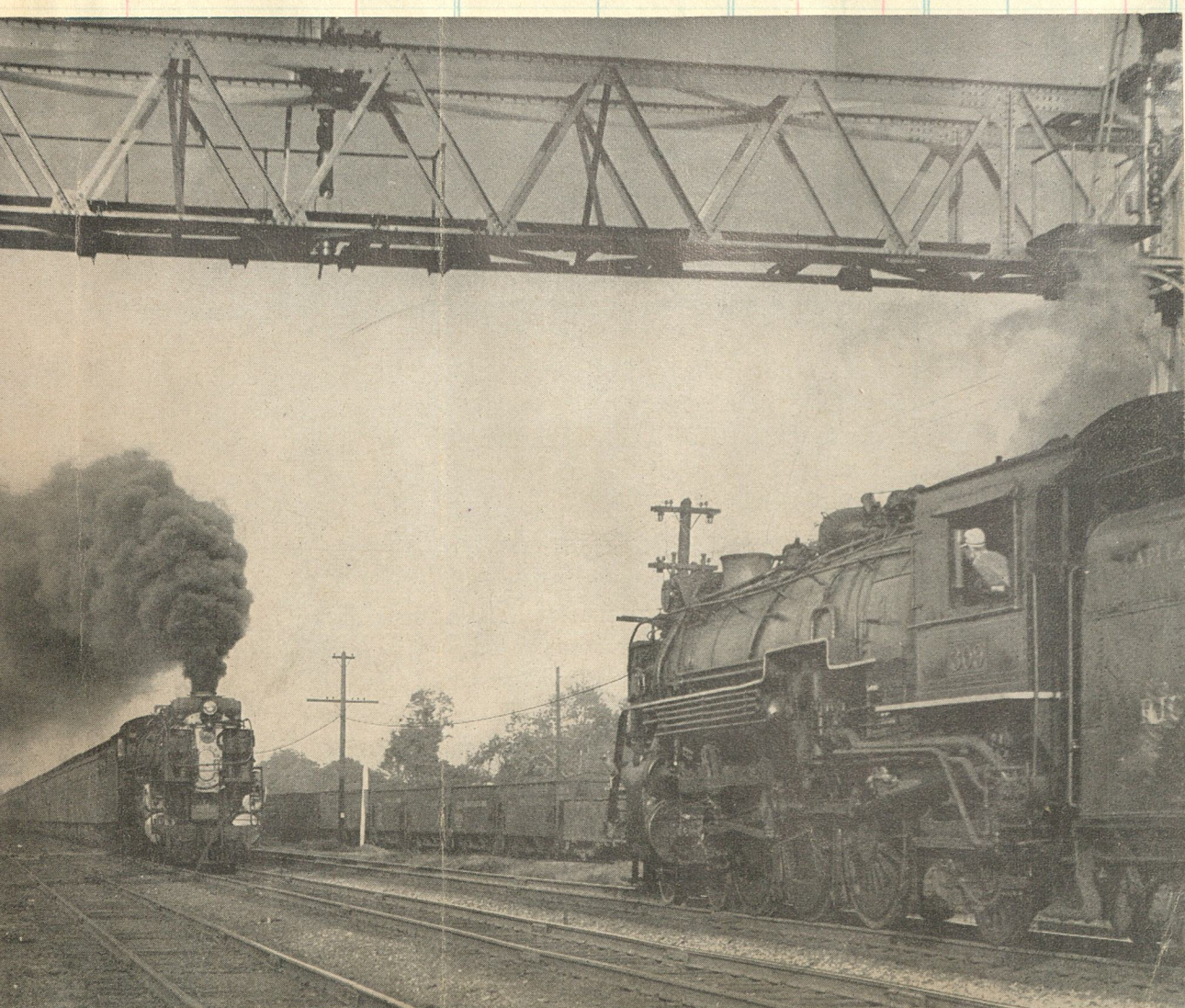


The #306, demolished in the Cherry Hill wreck, is shown here after being rebuilt at the Boulton Shops with a new boiler in 1934. Originally was 4th #15 blt at Richmond 1918 c/n 58326. At left-she departs on the loop out of Broad St station with Trn #14, a mid day local run to Washington.

#307 Org #3rd 16
c/n 62509



3rd #17
Richmond 1920
c/n 62510
Renod (1926) #308



Trn #8 [left] with eng #306 about to charge past Trn #15, with the 309, on the double iron near Alexandria.

slr

Clos. No. Sold Amount

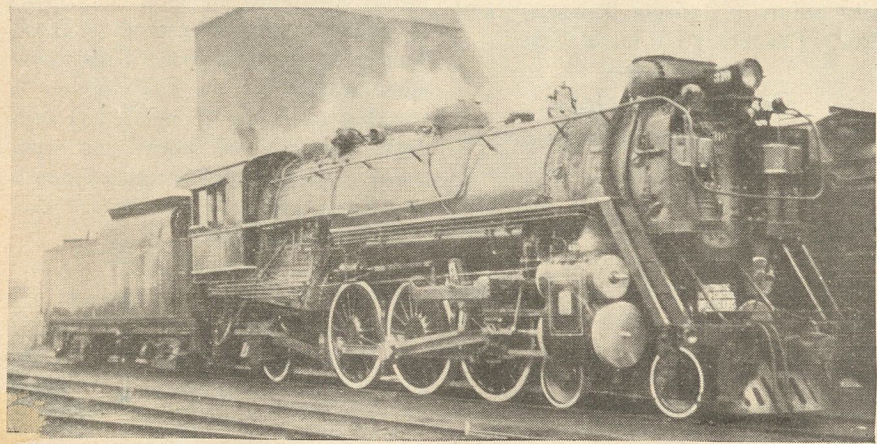
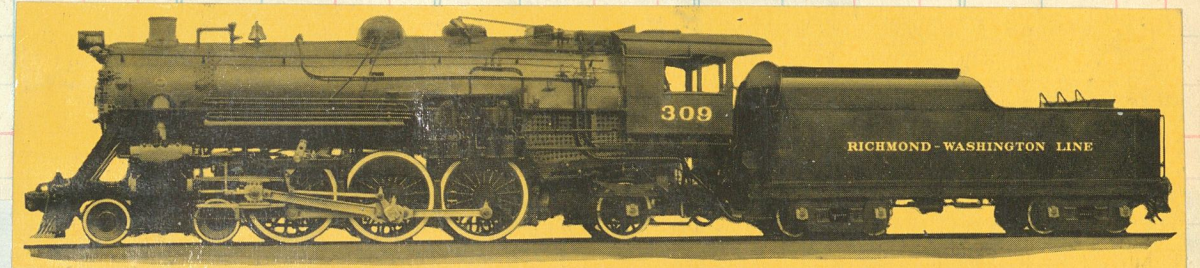
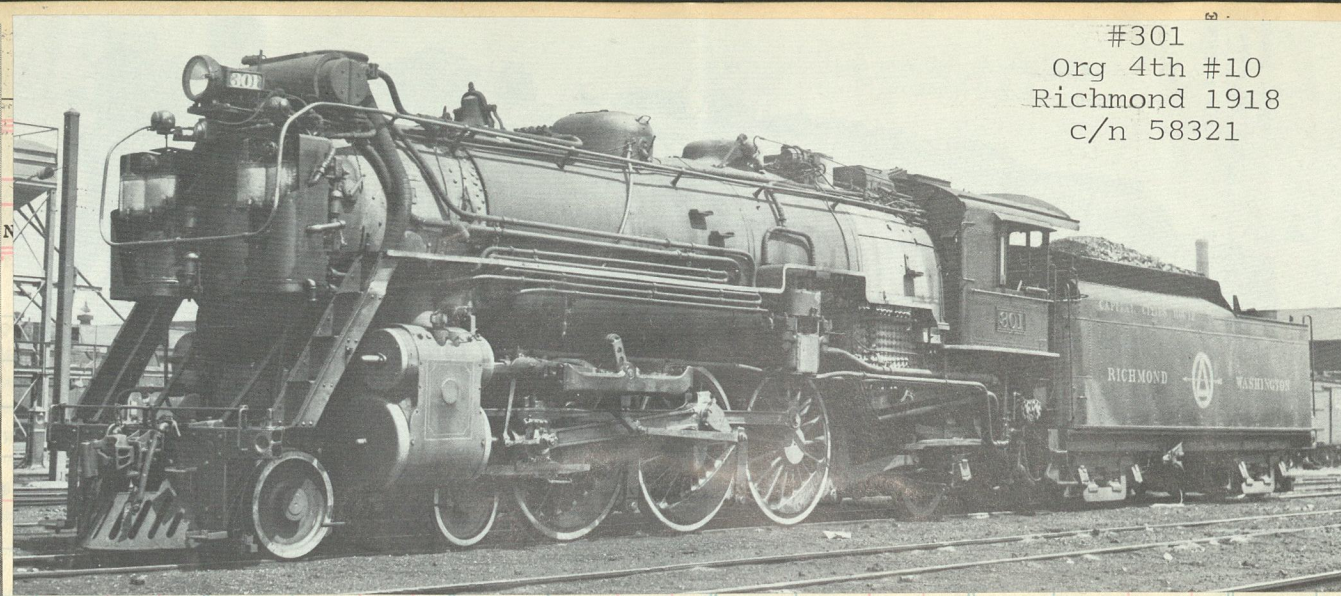
#301
Org 4th #10
Richmond 1918
c/n 58321

94

old Amount Clos. No. Sold Amount



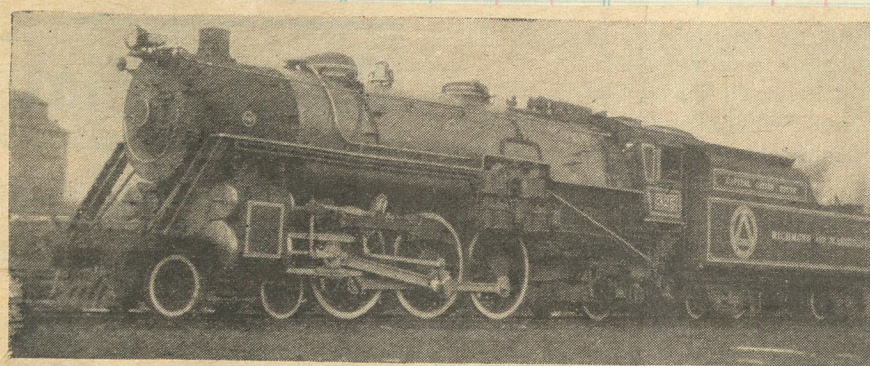
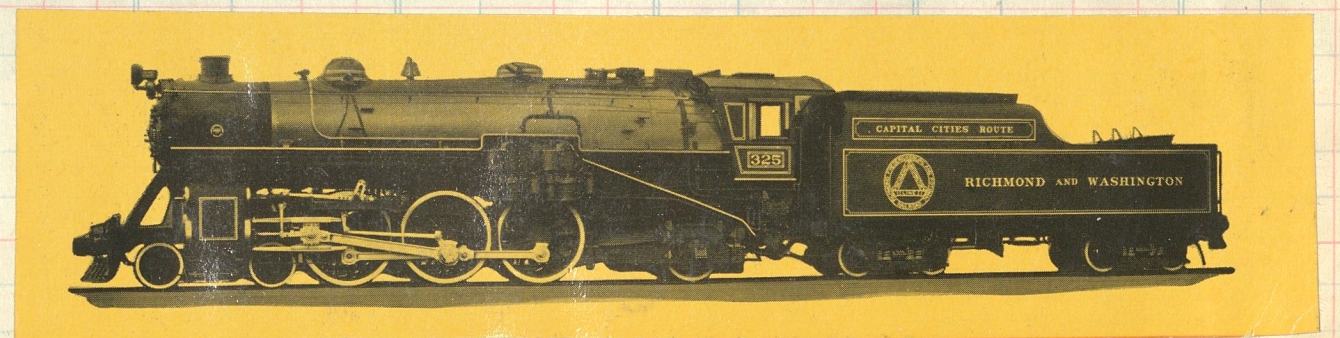
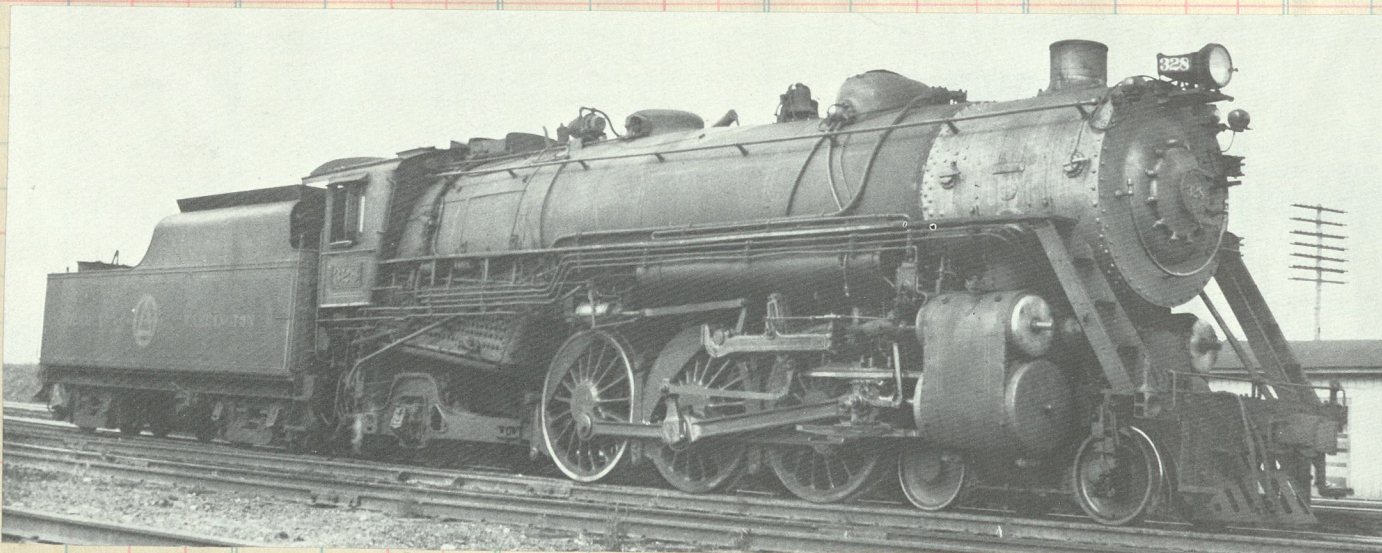
The 303 with Trn #89, the A.C.L.'s 'Coast Line Florida Mail', approaching Broad Street station.



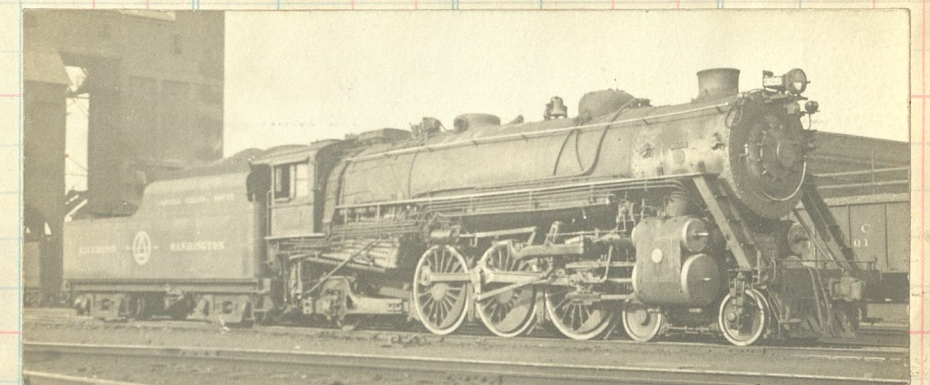
Org 3rd #19, renoed #310 in 1926
Baldwin 1924 c/n 57588



The 309 came from Baldwin in 1924 (c/n 57587) as 3rd #18. Upper print as she appeared after being renoed in 1926. Below, her features underwent serious changes in the '40's.

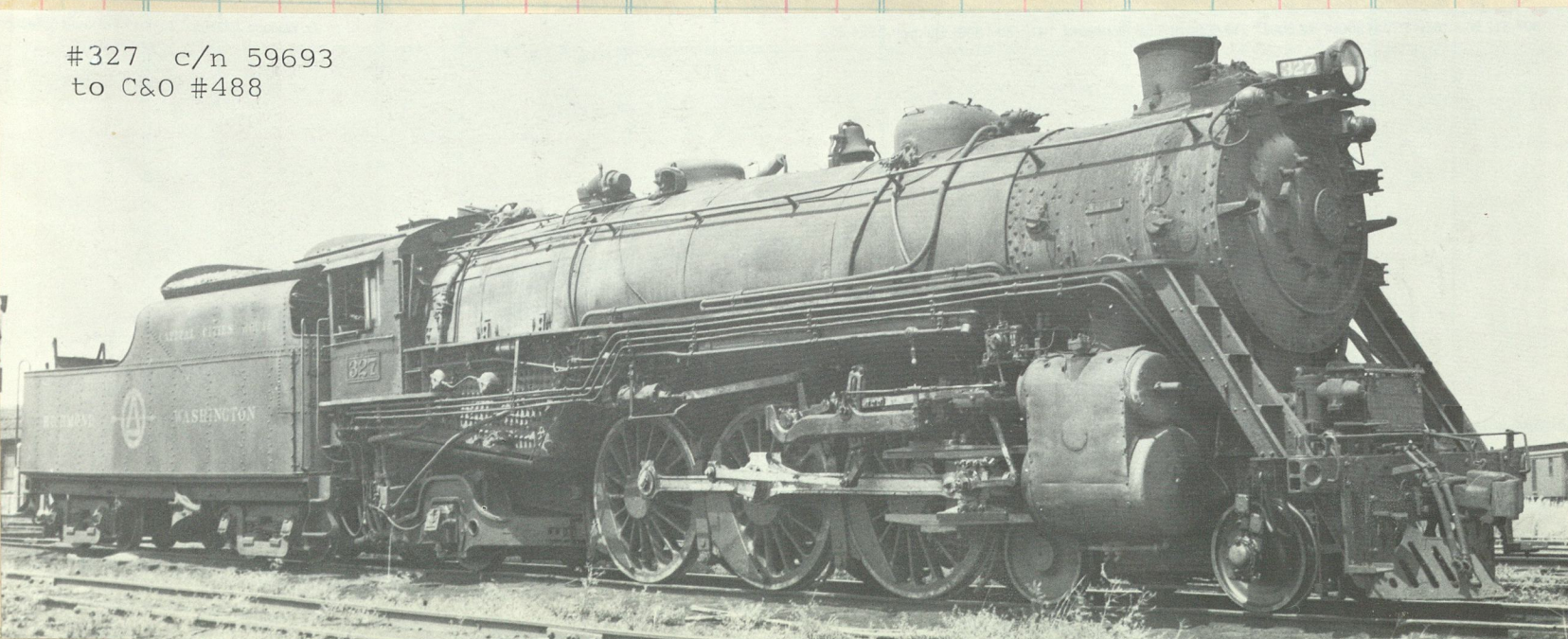


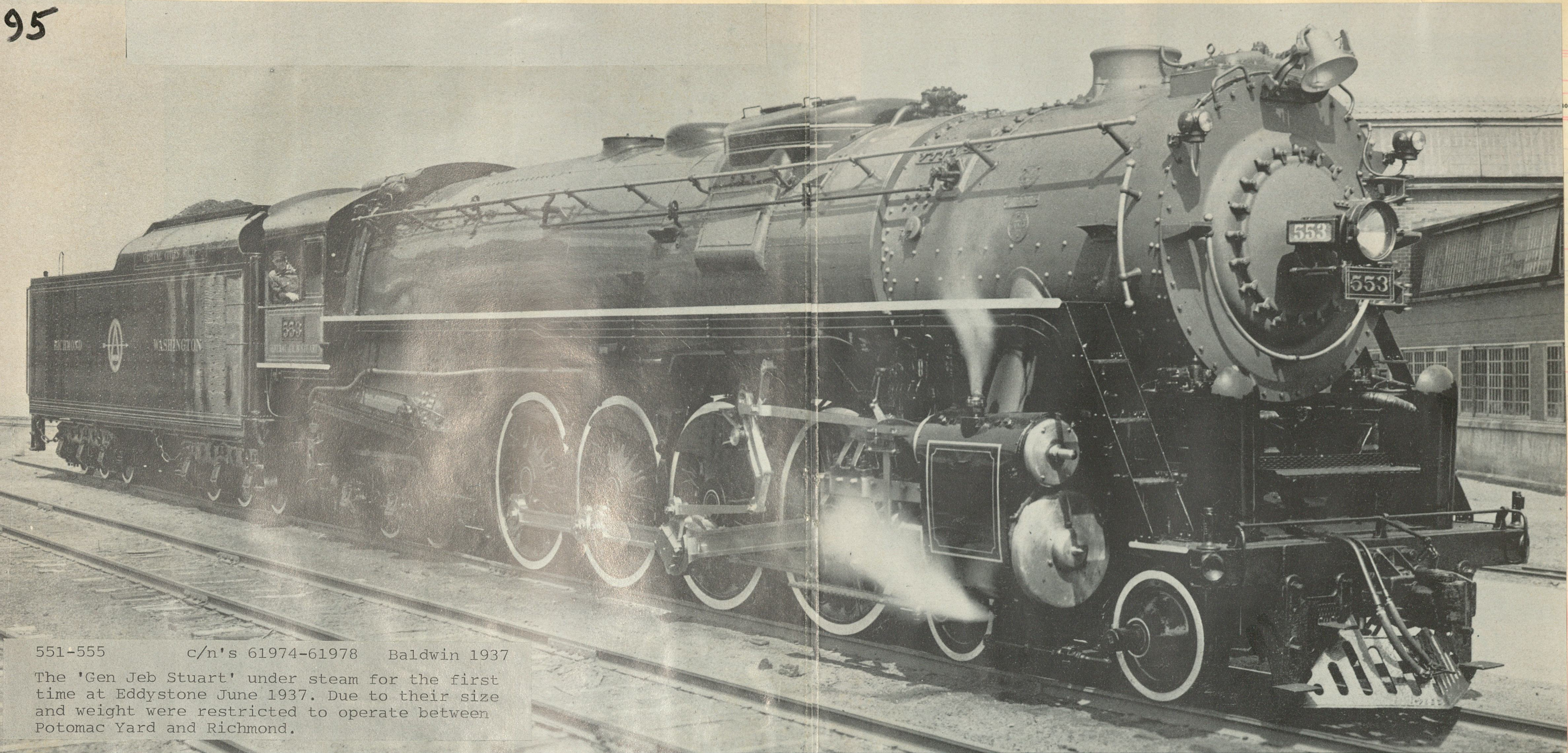
The final group of Pacifics for the RF&P was four noed 325-328 delivered by Baldwin in 1927. These aristocratic 4-6-2's were among the heaviest ever built and could handle up to 16 heavyweights! All were sold to the C&O in 1947 and noed 486-489.



The 326 at Ivy City, W.D.C. Dec 1936
foto by C. C. Badger

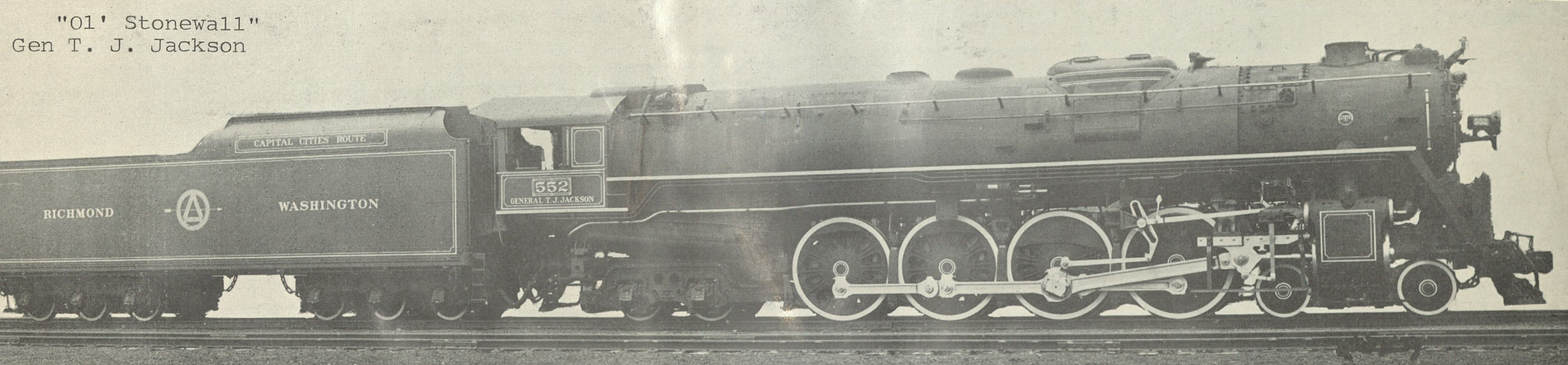
#327 c/n 59693
to C&O #488



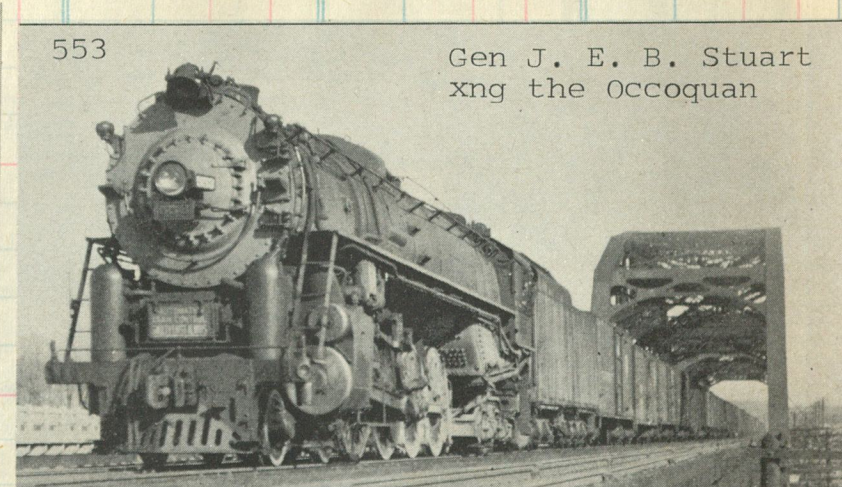


551-555 c/n's 61974-61978 Baldwin 1937

The 'Gen Jeb Stuart' under steam for the first time at Eddystone June 1937. Due to their size and weight were restricted to operate between Potomac Yard and Richmond.



"Ol' Stonewall"
Gen T. J. Jackson

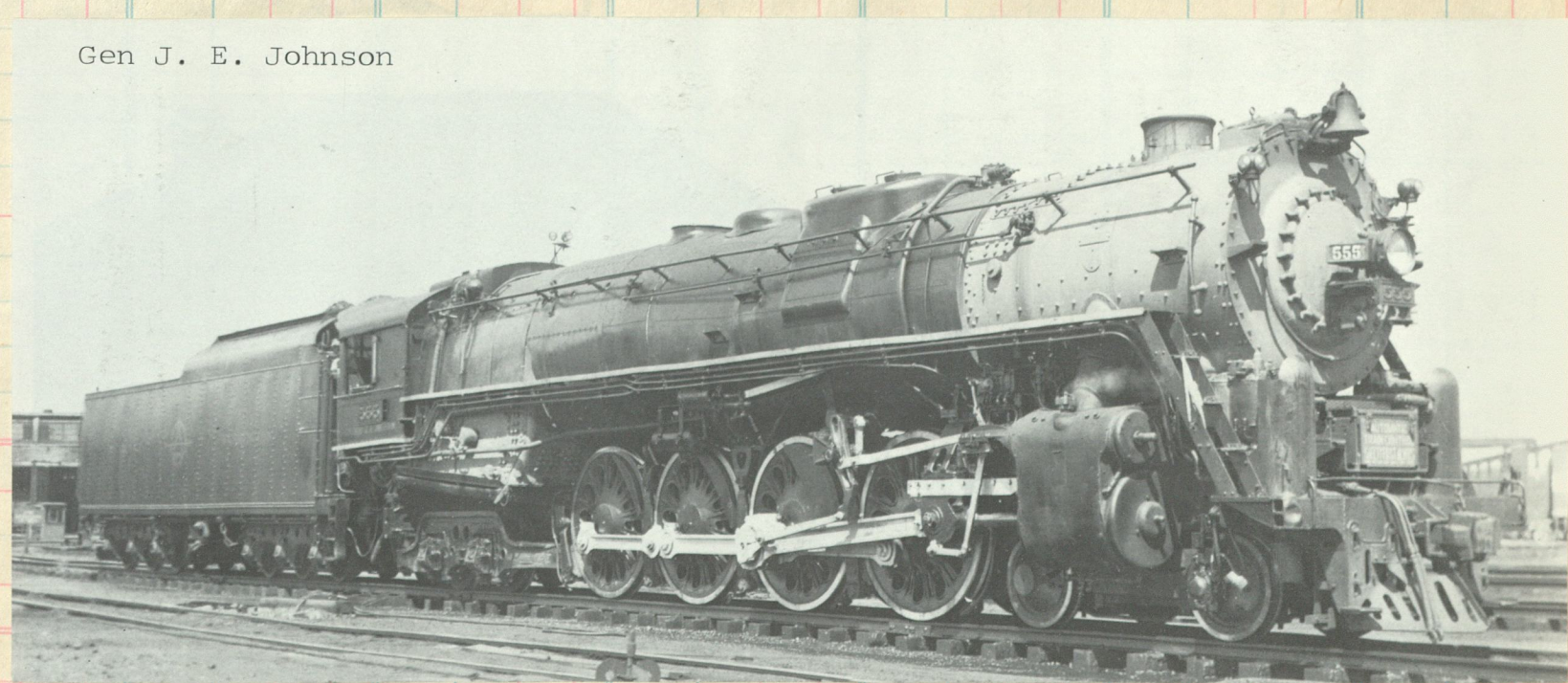


553 Gen J. E. B. Stuart
xng the Occoquan



554

The Gen A. P. Hill with northbound tonnage near Fredericksburg.



Gen J. E. Johnson

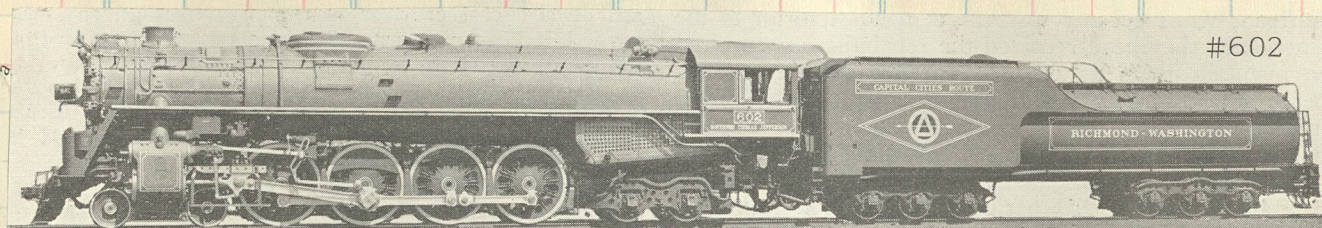
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Amount Clos. No. Sold Amount Clos. No. Sold Amount

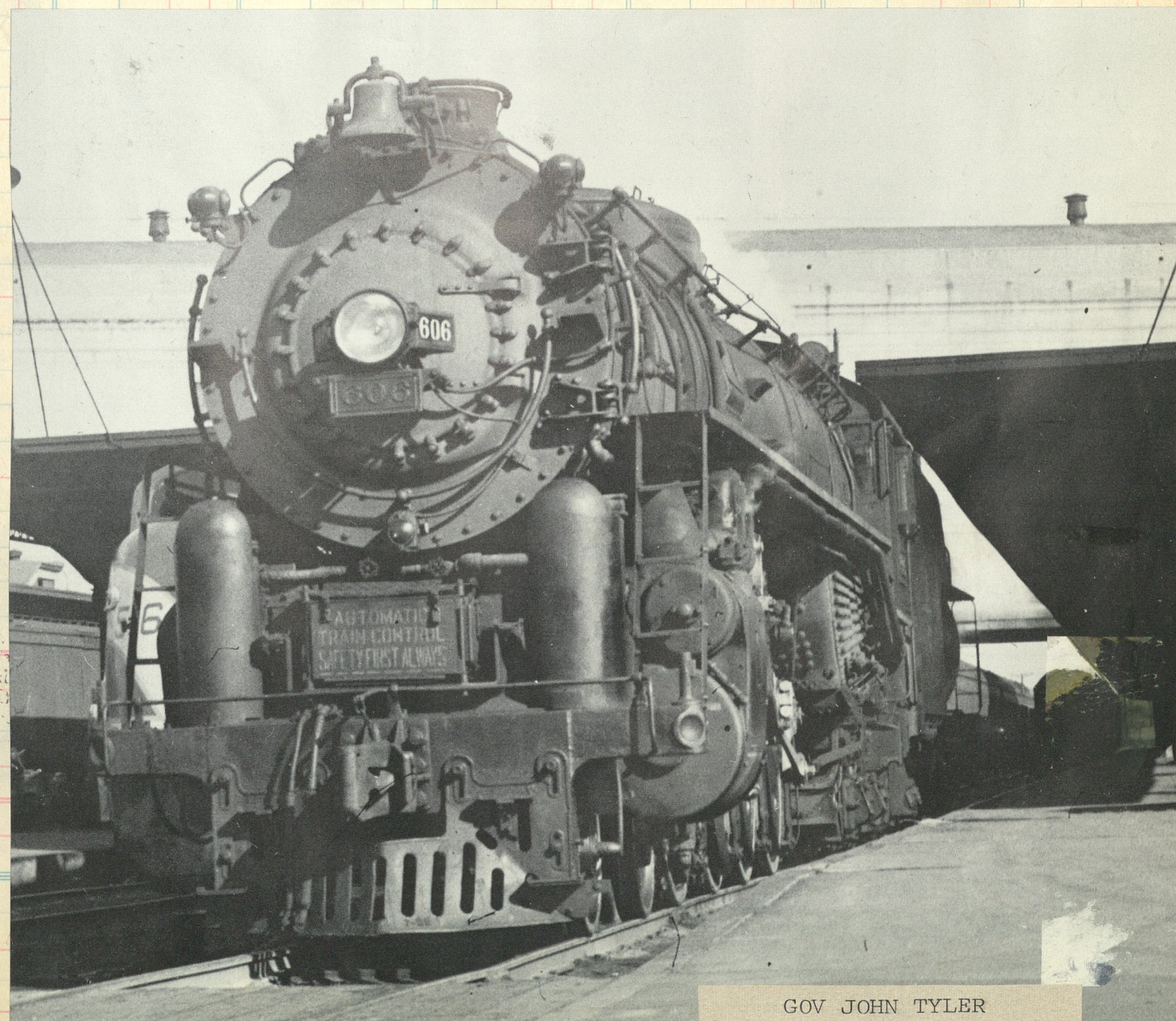
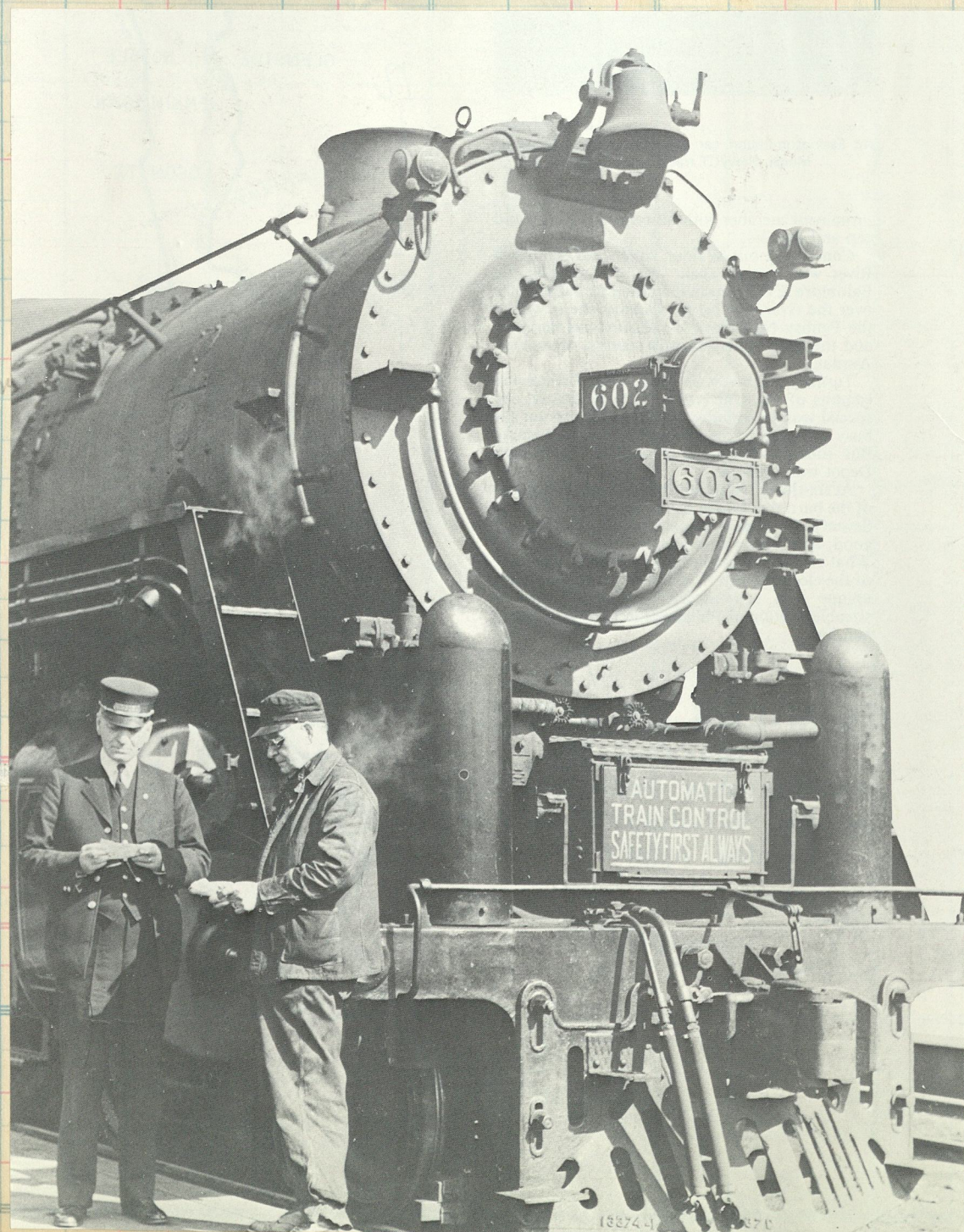


The initial order for the 'Governor' class 4-8-4's was for six engines noed 601-606 supplied by Baldwin in 1938. c/n's 62218-62223

Above we see engine No. 604, the Governor Benjamin Harrison, crossing the bridge over Occoquan Creek, Virginia, with the Washington section of the Atlantic Coast Line's Havana Special No. 376 enroute from Miami and other west and east coast Florida points to the Nation's Capital.



Gov Thom Jefferson
One of Six "Governor" Class Passenger Locomotives Built for the Richmond, Fredericksburg & Potomac by the Baldwin Locomotive Works—The Total Engine Weight Is 406,810 Lb. and the Tractive Force 62,800 Lb. c/n 62219



GOV JOHN TYLER

A GRAND old custom was revived by Richmond, Fredericksburg & Potomac before the war when the bridge line began naming its late-model Baldwin 4-8-4's for Virginia statesmen and Confederate generals. Here, then, on June 28, 1940, comes No. 602, alias Governor Thomas Jefferson, rambling north through Four Mile Run, Va., with 18 cars in tow, Washington bound. Many students of locomotive esthetics regard RF&P's 4-8-4's as some of the handsomest of big steam power. As for the names—well, they could hardly have called 'em Northerners!

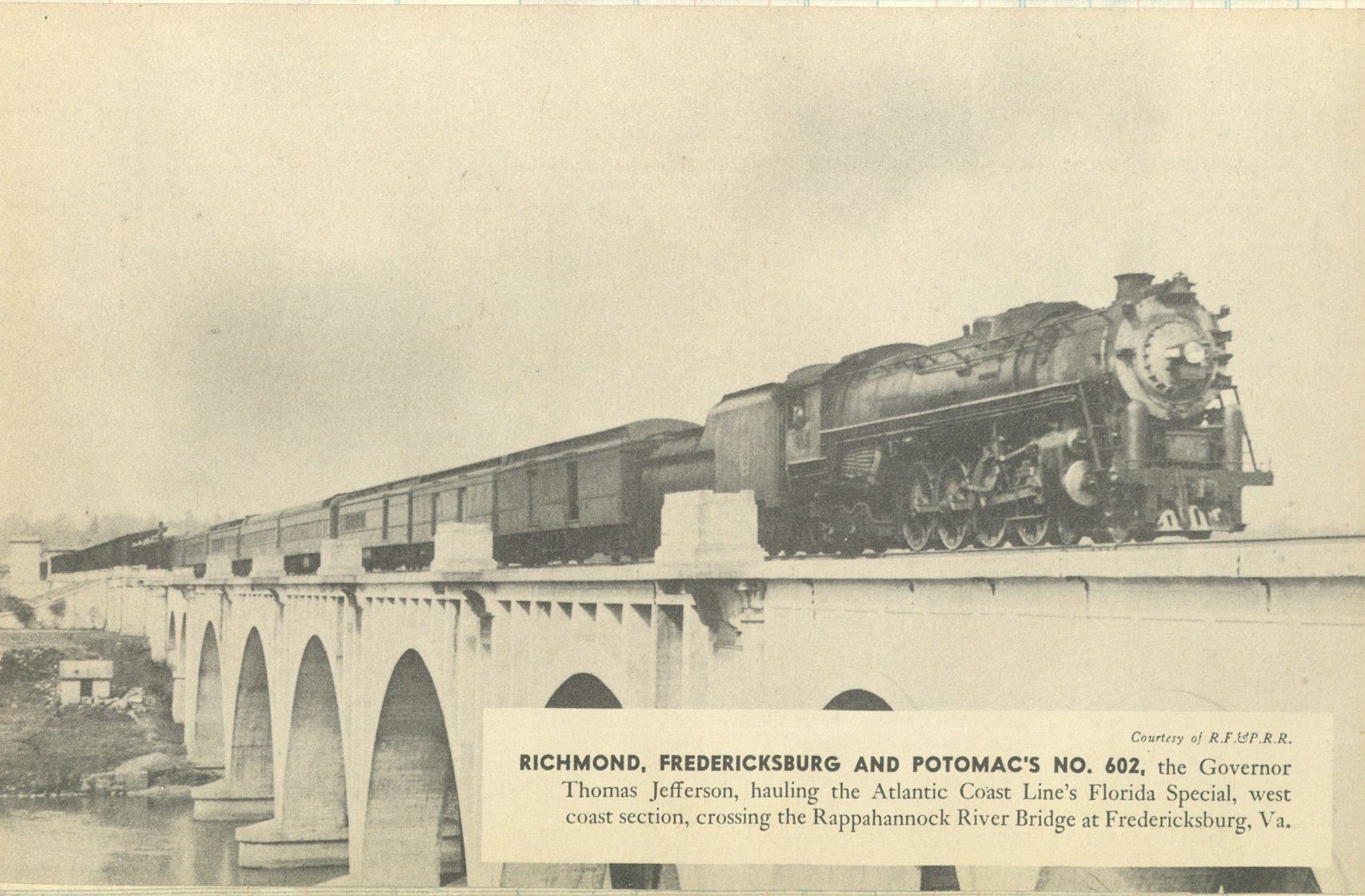
Sold	Amount	Clos. No.	Sold	Clos. No.	Sold
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The Busy RF&P

The RF&P is continuing with unprecedented traffic on its double-track line, which is the only link between Washington and Richmond. Scheduled passenger trains alone total 45, not allowing for the troop trains. And 17 to 18 cars is the rule rather than the exception. Incidentally, the regular consist of Second 77 (aside from a diner) is about 10 coaches, generally all Erie and CNJ. In addition to their identifying lettering, a small "Leased to RF&P" is in the corner. While leasing of cars is not unheard of, we do believe that for a whole train to be made up of foreign line coaches is unique. The RF&P is awaiting delivery of 10 4-8-4's on order from Baldwin.

Aug 1944



Courtesy of R.F.&P.R.R.
RICHMOND, FREDERICKSBURG AND POTOMAC'S NO. 602, the Governor Thomas Jefferson, hauling the Atlantic Coast Line's Florida Special, west coast section, crossing the Rappahannock River Bridge at Fredericksburg, Va.



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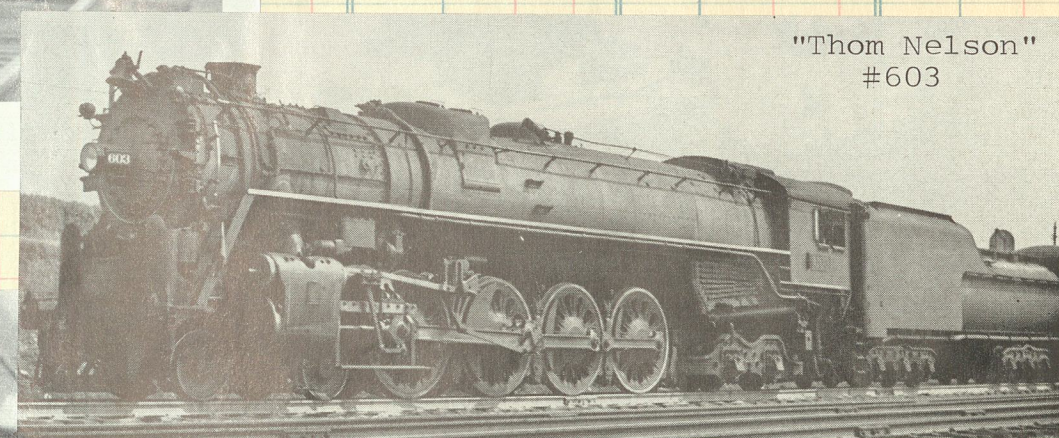
000 bks. (Eureka 4423)
Printed in U. S. A.

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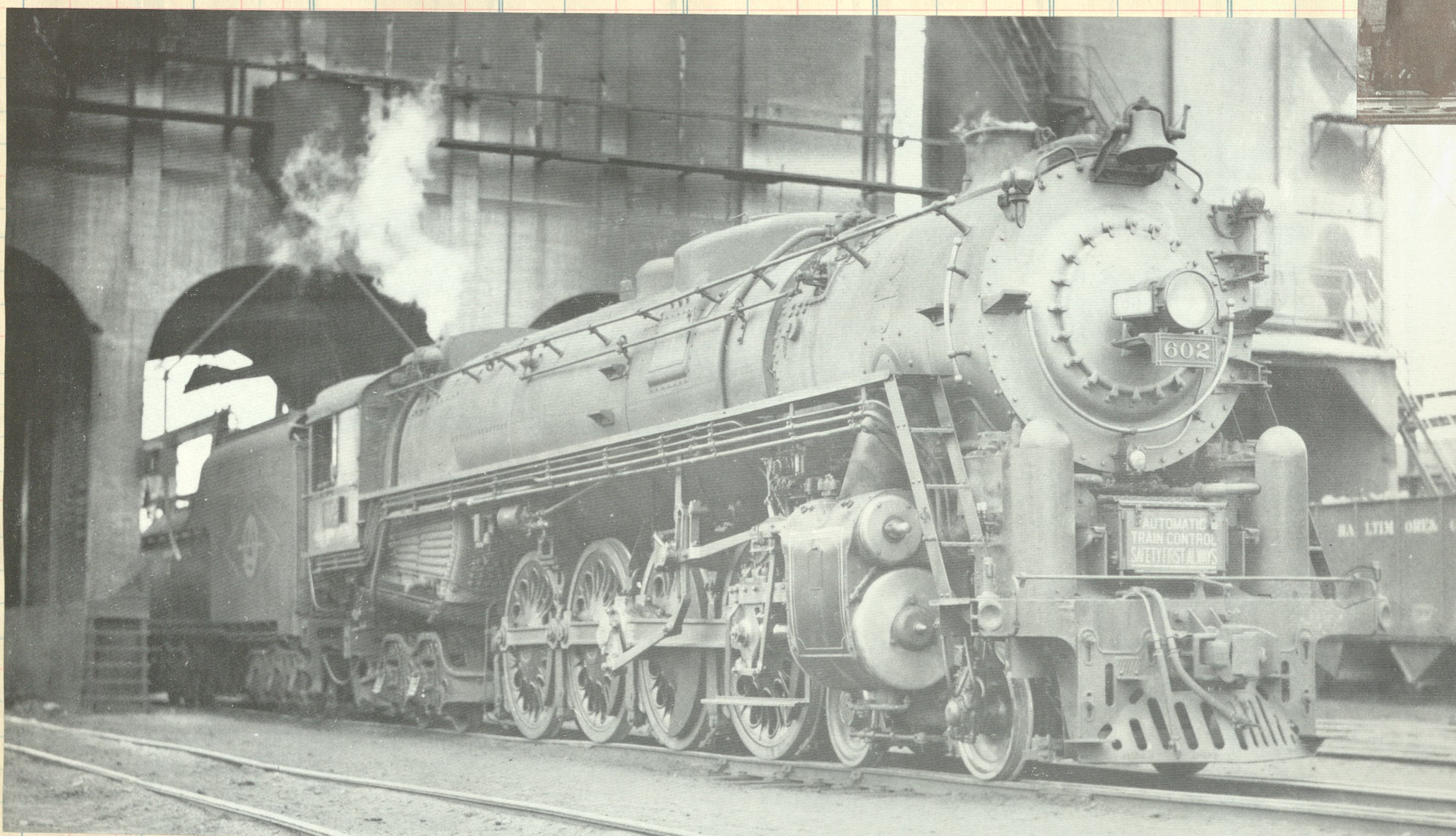
98



RF&P Governor Thomas Nelson, Engine 603, rolls past Potomac Yard with Train 107, The Southern States Special, in 1940.



"Thom Nelson"
#603



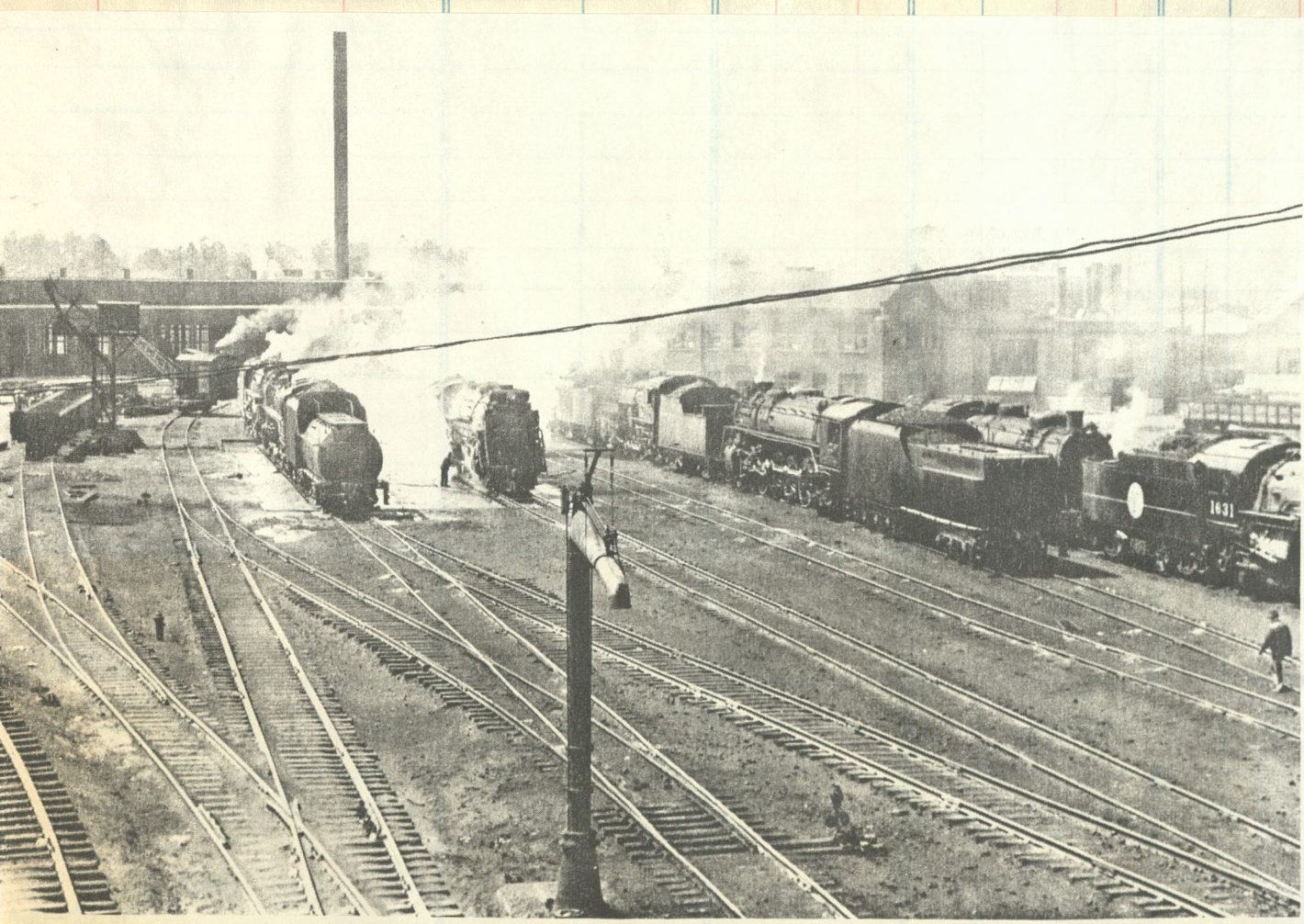
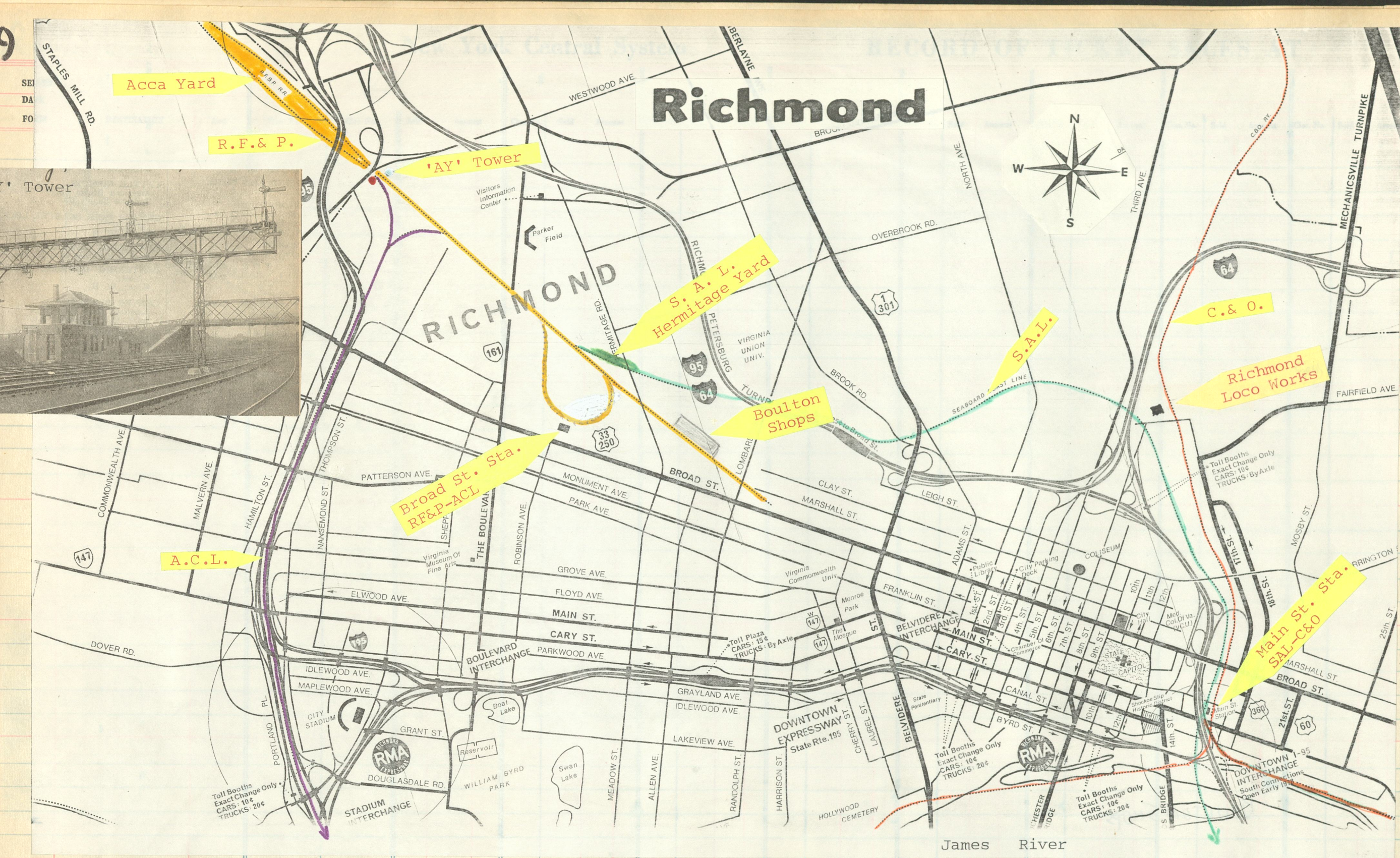
Under the coal dock at Ivy City, W.D.C.



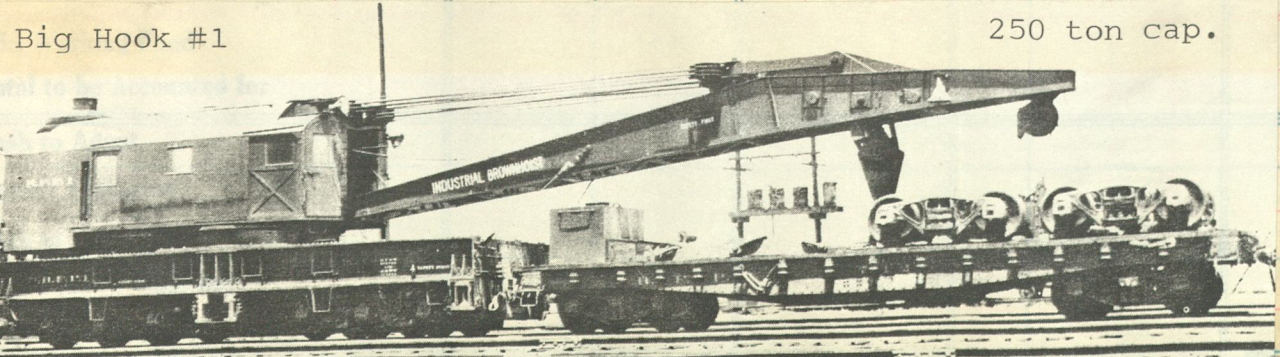
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Acen
606



Gov Tyler sails across the South Anna River with Trn #14



Engine terminal at Acca Yard. The house had thirty 94' stalls and a 105' turntable. Engines of RF&P, ACL and N&W serviced here.

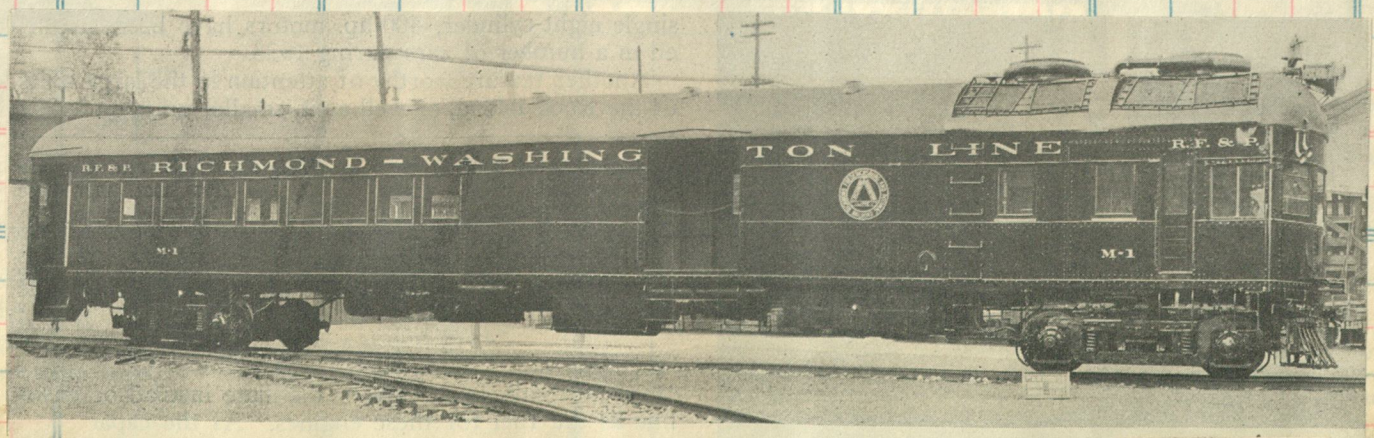


Big Hook #1 250 ton cap.



Broad Street Station in Richmond, Va., Is One of the Country's Most Imposing. It Is Owned and Operated by the Richmond, Fredericksburg & Potomac and the Atlantic Coast Line

Broad Street Station, opened in 1919, only major terminal in which the 'run through' tracks employed a loop. (Note on map above)



4th. Car Built by the J. G. Brill Company—Two Hall-Scott 275-hp. Motors, with Westinghouse Electrical Equipment 1928 AFS

Richmond, Fredericksburg & Potomac Berkshire freight locomotive

Road numbers of this series	571-580	Weight on leading truck, lbs.	50,300
Built	Lima, 1942	Weight on trailing truck, lbs.	112,000
Cylinders, diameter and stroke, in.	25 x 34	Weight of engine and tender, lbs.	736,600
Diameter of drivers, in.	69	Grate area, sq. ft.	90.3
Tractive force, lbs.	64,100	Evaporative heating surface, sq. ft.	4772
Boiler pressure, lbs. per sq. in.	245	Superheater heating surface, sq. ft.	1932
Total weight of engine, lbs.	433,200	Tender capacity: Tons of coal	25
Weight on drivers, lbs.	270,900	Gallons of water	22,000

STATION.

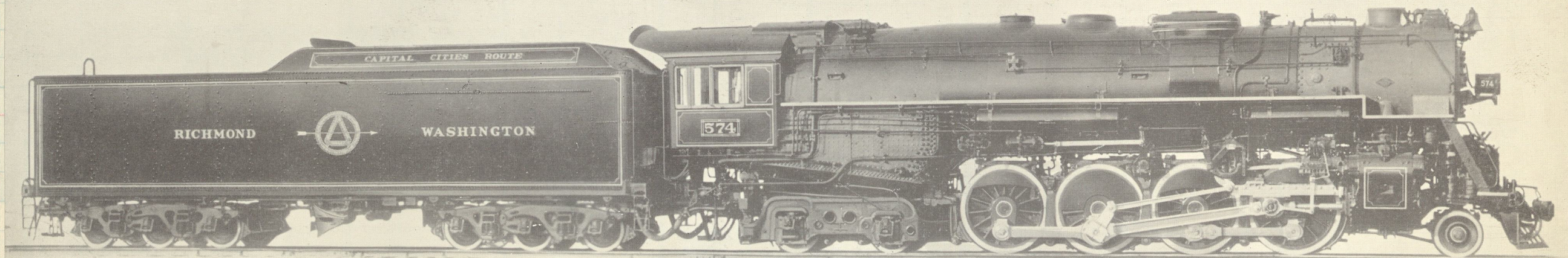
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4-46 1000 bks. (Eureka 2353)
Printed in U. S. A.

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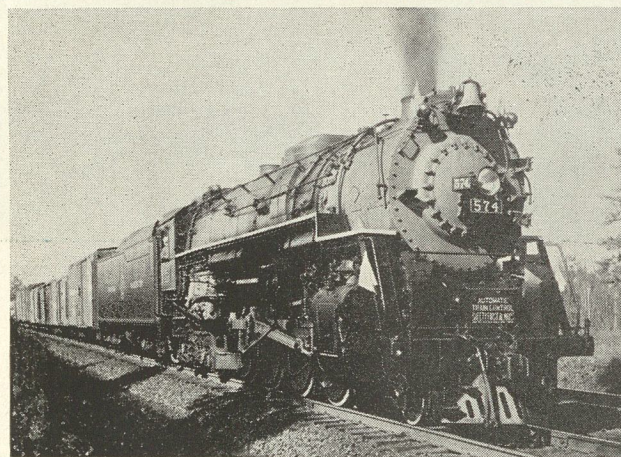
Clos. No. Sold Amount



C/n 8026

AUGUST A. THIEME, JR.

WALKIN' THE DOG — 2-8-4 type 576 at speed with a long manifest freight on the R.F.&P. north of Ashland, Virginia. The view was taken in 1948



Outstanding Record of the R. F. & P.

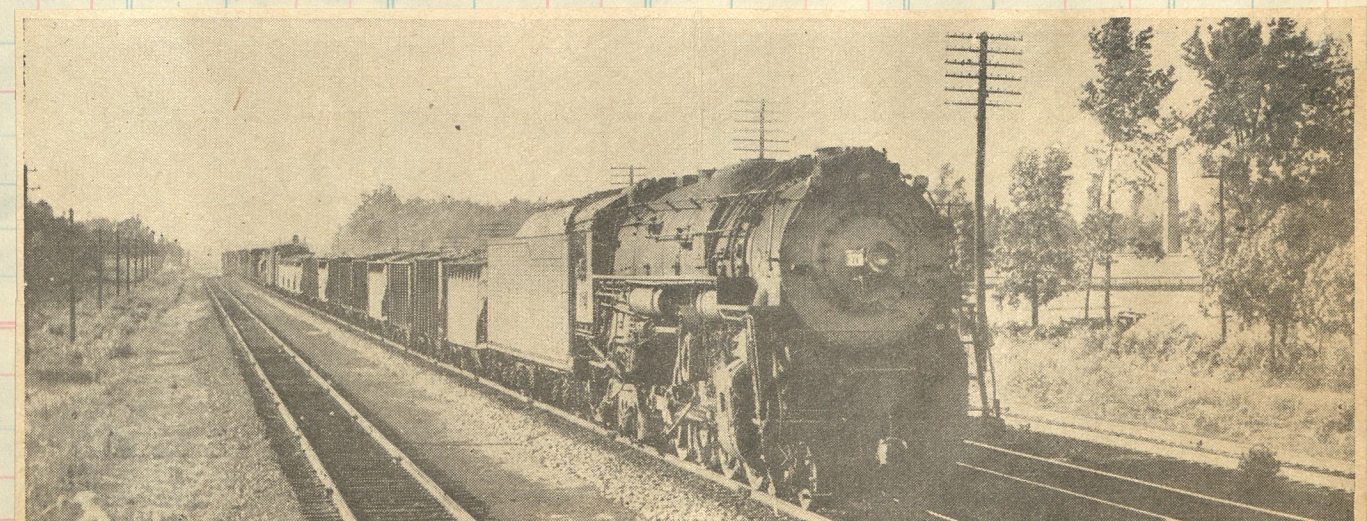
Most of the traffic interchanged between the Pennsylvania and the Baltimore & Ohio on the north, and the Atlantic Coast Line and the Seaboard on the south, passes over the lines of the Richmond, Fredericksburg & Potomac Railroad.

The freight tonnage of the

R. F. & P. during the recent 4½ war years about equaled that for the preceding 14 years. An important factor in making this tremendous traffic movement possible was the addition to its motive power equipment, in 1943, of ten Lima-built 2-8-4 steam locomotives.

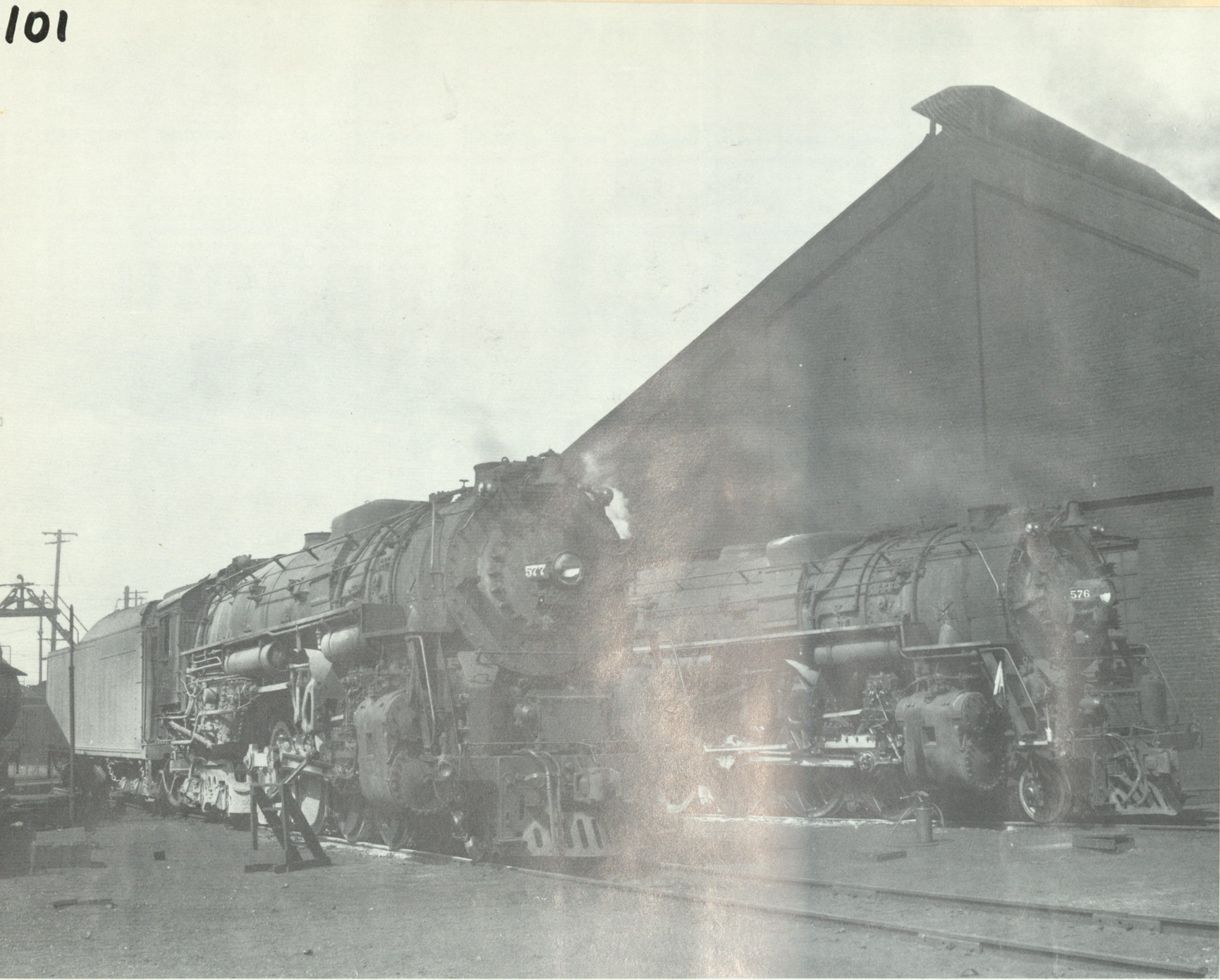


Richmond, Fredericksburg & Potomac #573, one of eight 2-8-4 Types recently delivered to that road by the Lima Locomotive Works. The train is the northbound Potomac merchandise at Summit, Virginia. These engines, the first with a two-wheel engine truck ever owned by this road, have proved a great addition to the R. F. & P.'s magnificent motive power fleet. Courtesy R. F. & P. Railroad.



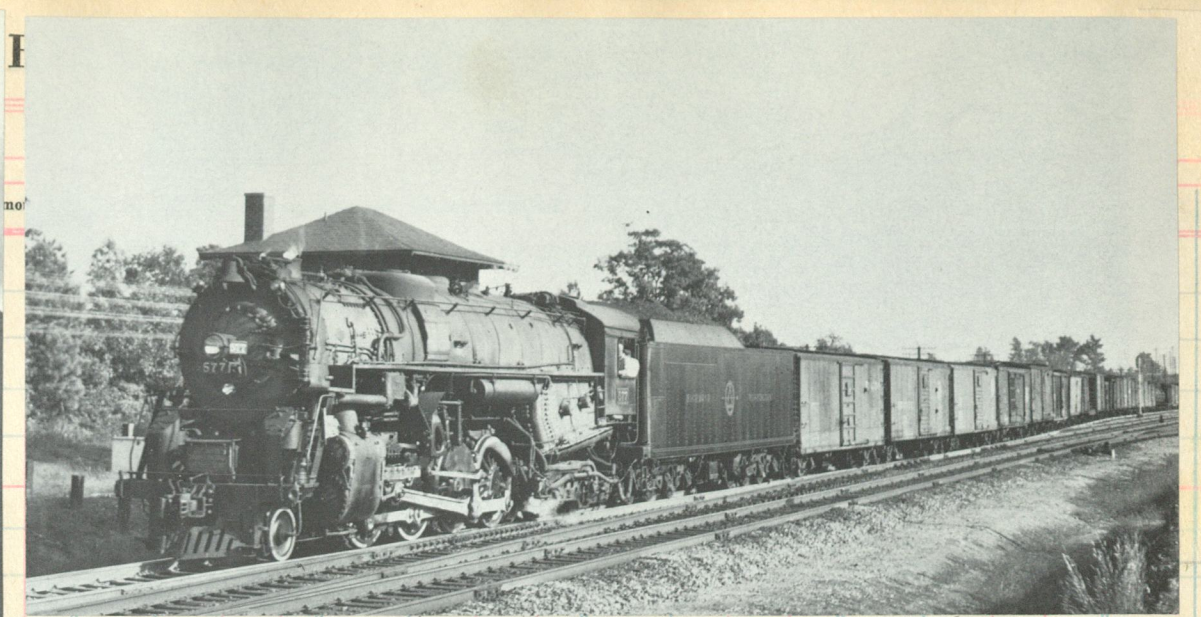
RICHMOND, FREDERICKSBURG & POTOMAC ENGINE 576 WITH FREIGHT DRAG NEAR RICHMOND, VA.

Fifty Freight Trains Per Day Roll Over the 116-Mile R. F. & P. 1942



Richmond, Fredericksburg & Potomac 2-8-4s 577 and 576 await assignments at Potomac Yard, Alexandria, Va.

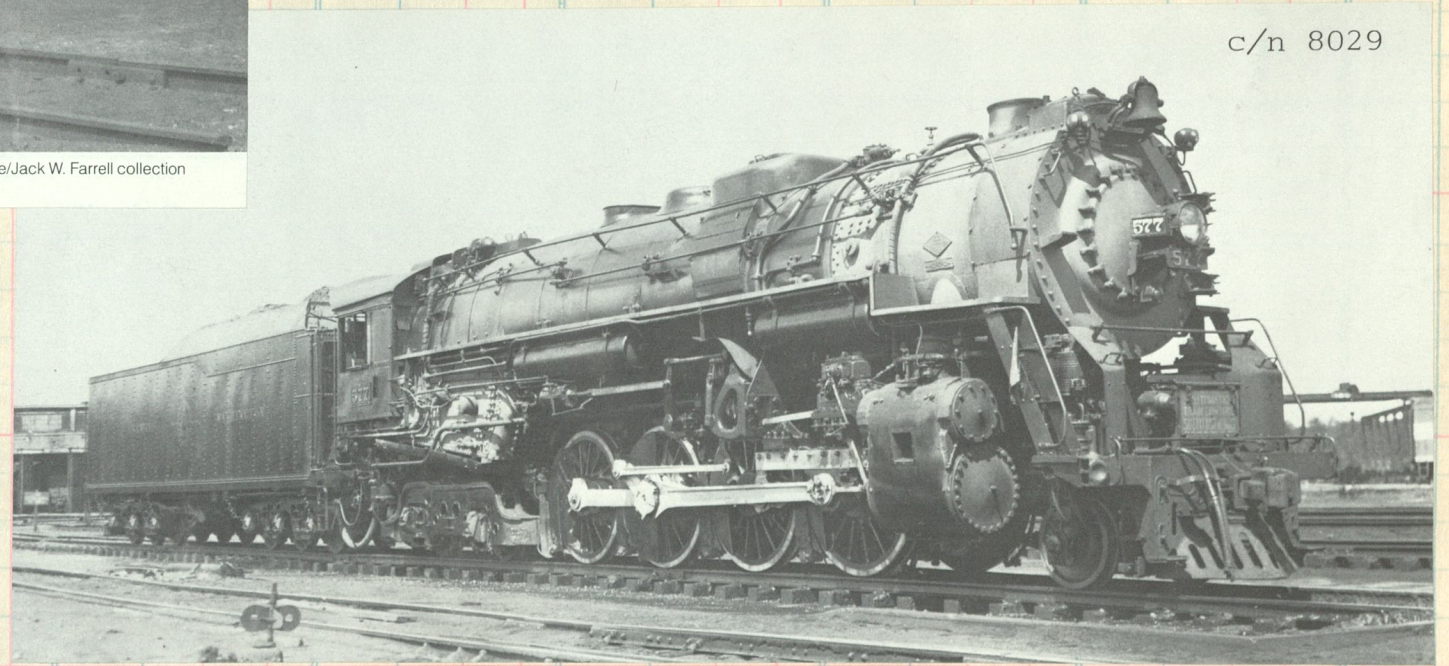
Leonard W. Rice/Jack W. Farrell collection



Extra 577 north entering the double track at GN tower.



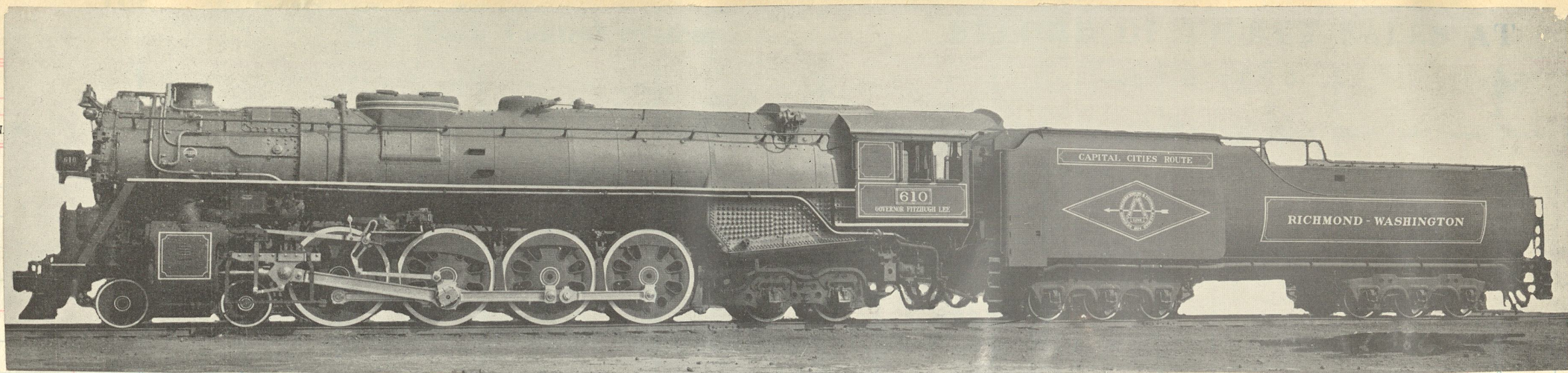
The 578 with a northbound extra just north of GN tower



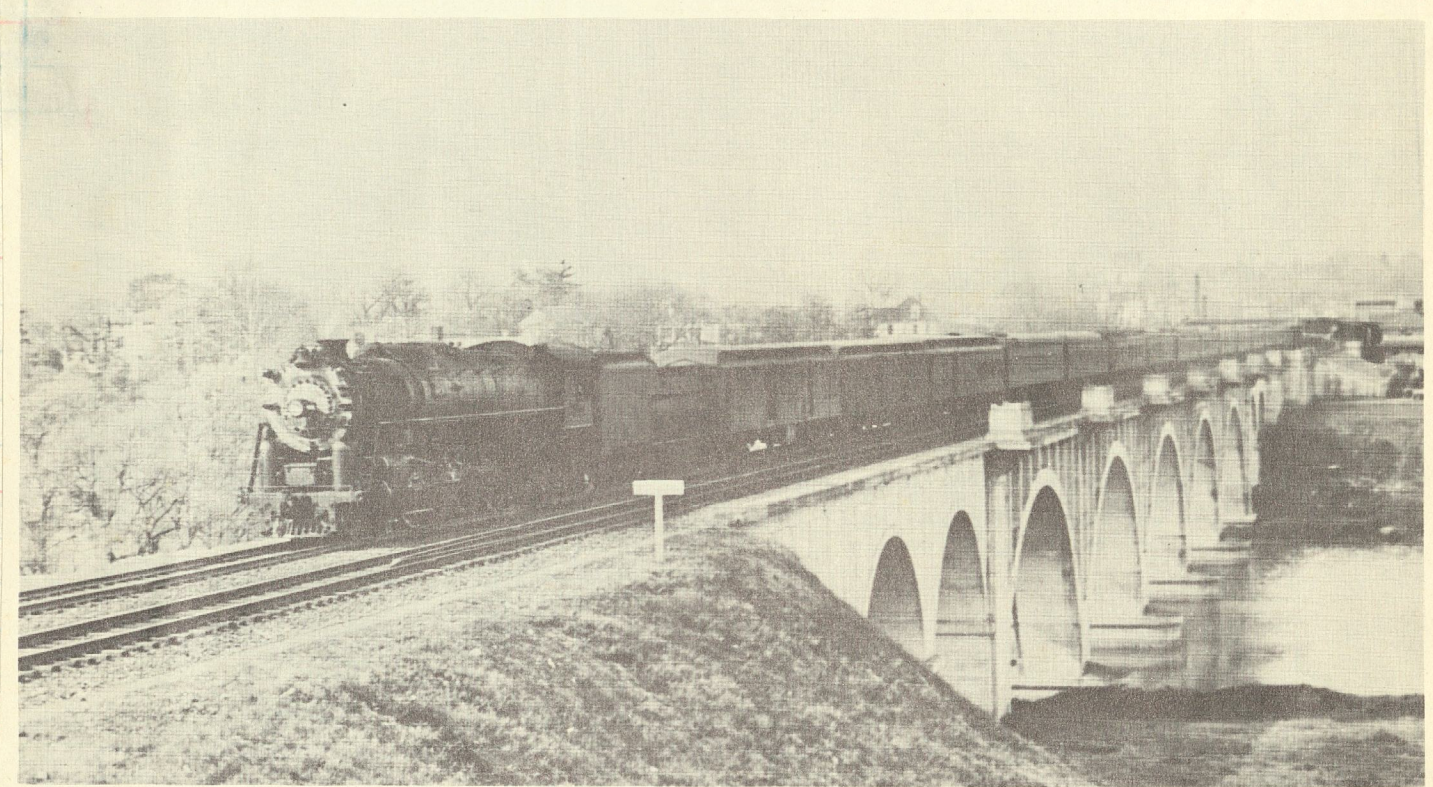
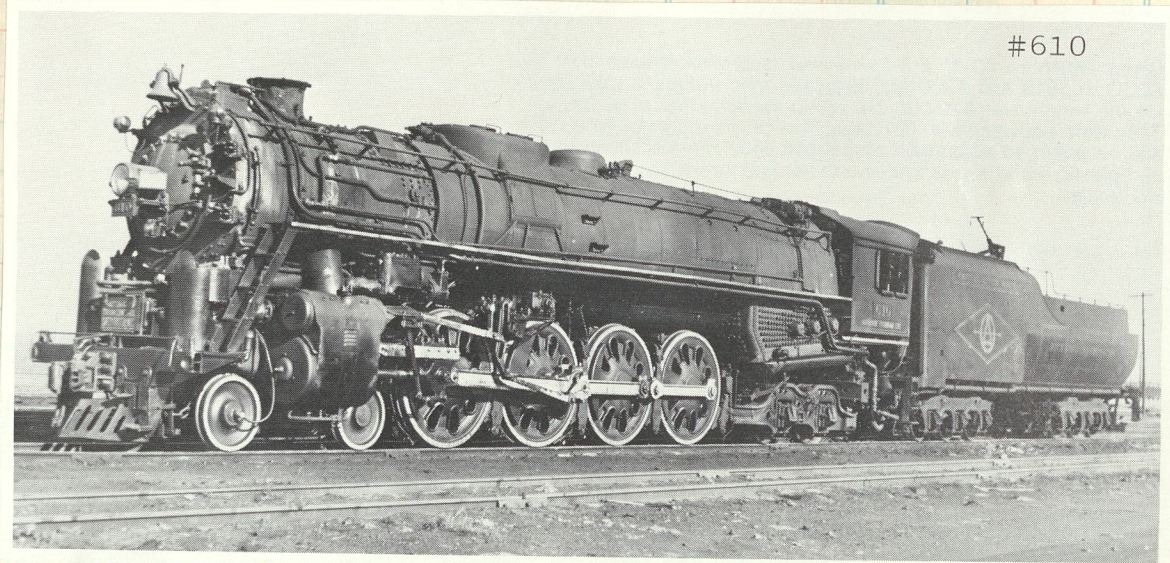
c/n 8029

SELLER
DATE
Clos. No. Sold Amount FORM DESTIN

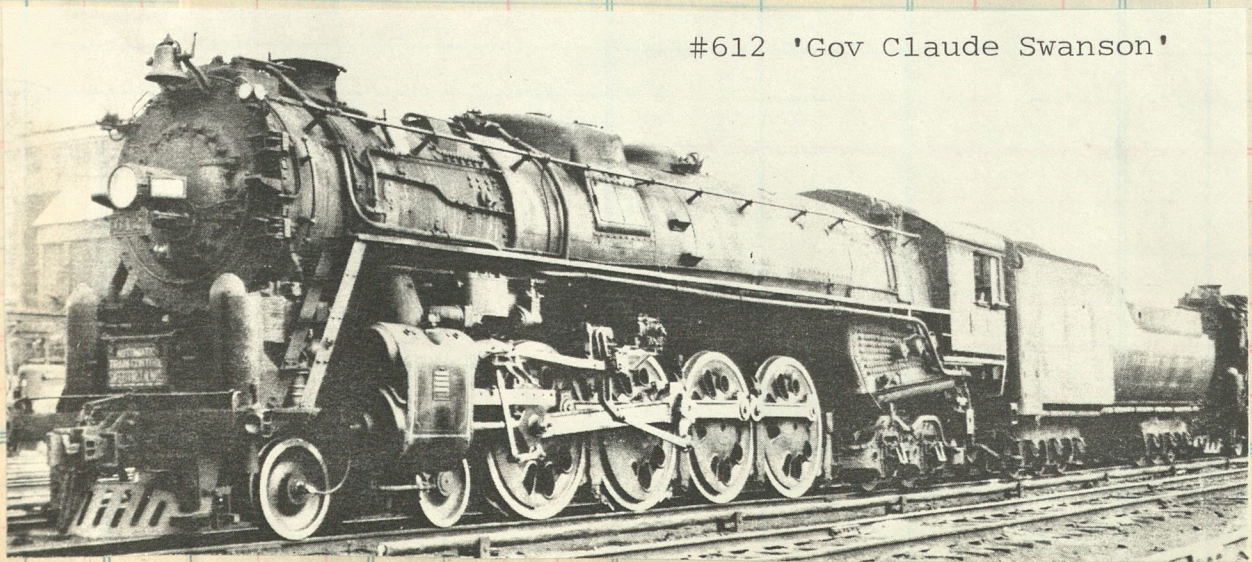
Sold Amount Clos. No. Sold



The 'Gov Fitzhugh Lee', #610, one of the additional six [607-612] from Baldwin 1942. c/n 64628

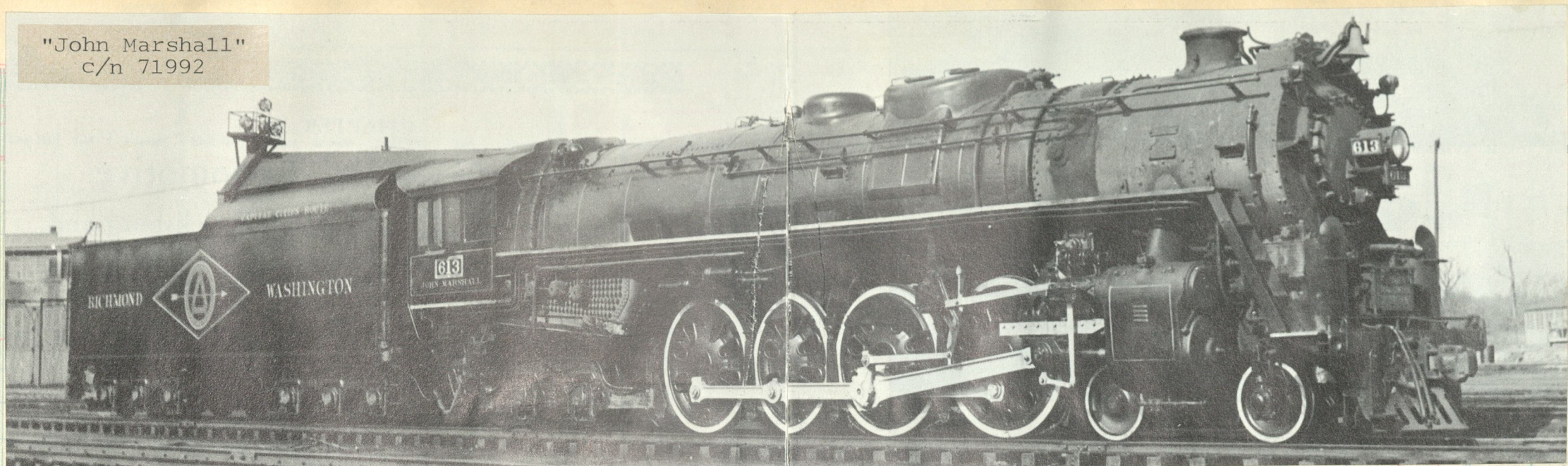


Trn #74 crossing the Rappahannock at Fredericksburg

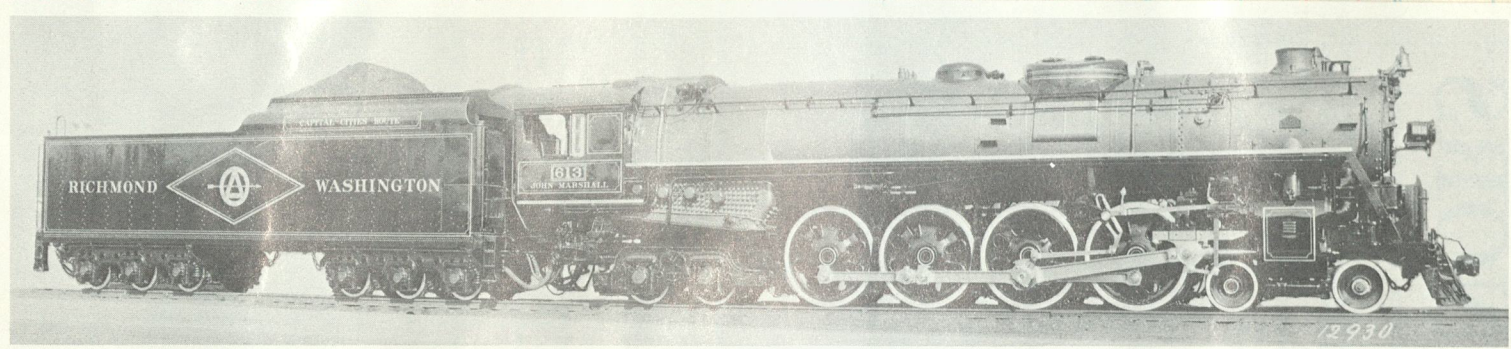


Trn #376 north of GN tower

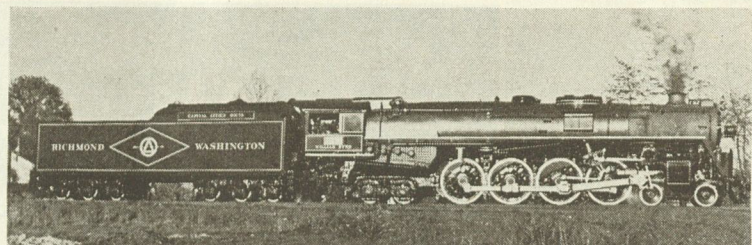
"John Marshall"
c/n 71992



The last power to be received was ten additional 4-8-4's delivered by Baldwin in 1945. Noed 613-622 they were destined for early retirement being pulled off the active list in 1954. However, they did see about another three years service working for Chesapeake & Ohio and finally removed from the roster in 1959.



W. F. Griffin, Jr. Collection



C. A. Brown, Box 128, Rutledge, Pa.

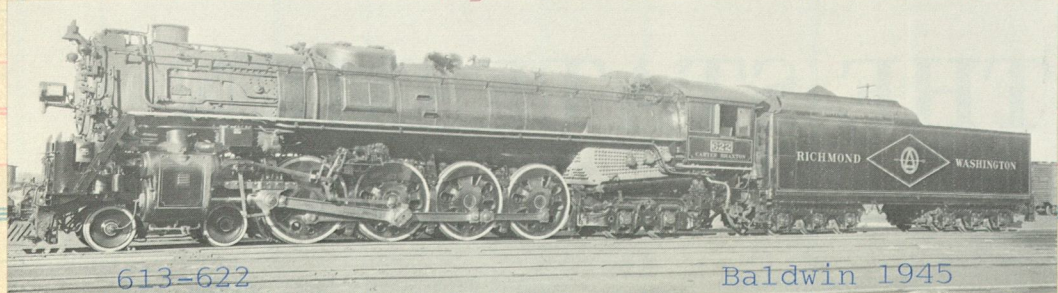
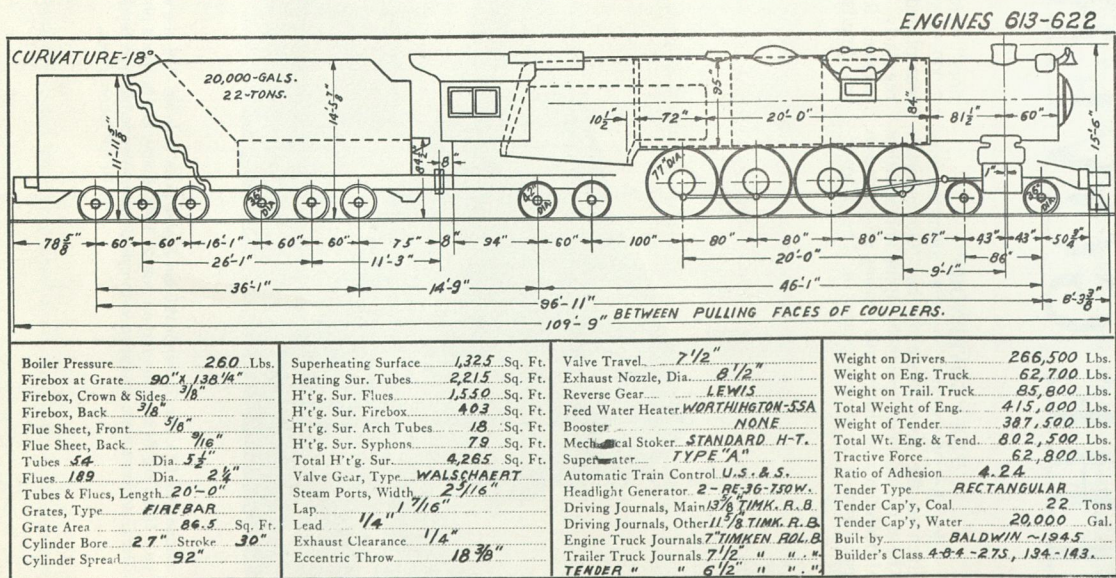
The latest lot of 10 Governor class 4-8-4 locomotives for the RF&P were delivered to the road under their own power from the Baldwin Locomotive Works. Live delivery of steam locomotives has been rare in recent years. Some of the machines, resplendant with gold and blue striping, went via Pennsylvania and some via B&O. The William Byrd is shown backing from Baldwin's main gate to the B&O New York-Washington line.



The 613 with Trn 2nd #107 at Fredericksburg



The JOHN MARSHALL # 613 hurries a passenger train past the Laurel Golf Course as it nears Richmond.



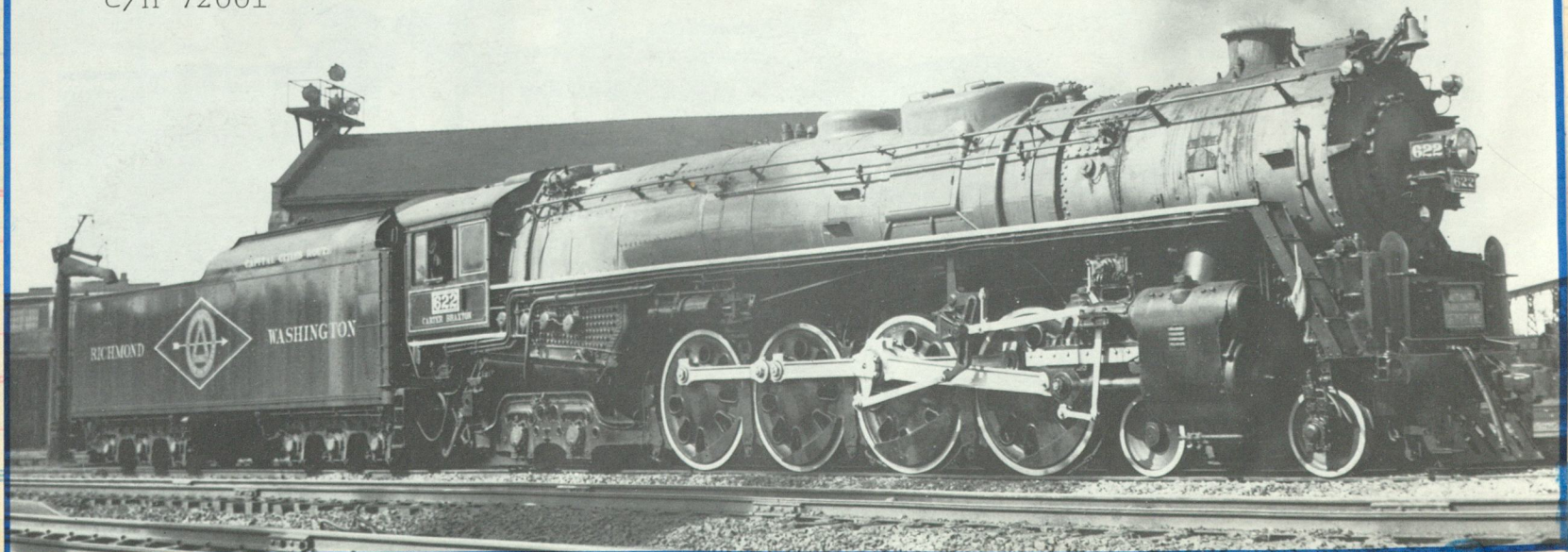
613-622

Baldwin 1945

"Carter Braxton"

c/n 72001

The final engine for the R.F. & P.



L. & J.B. & T., K. & I.T., L.B. & T., K. & I.B.

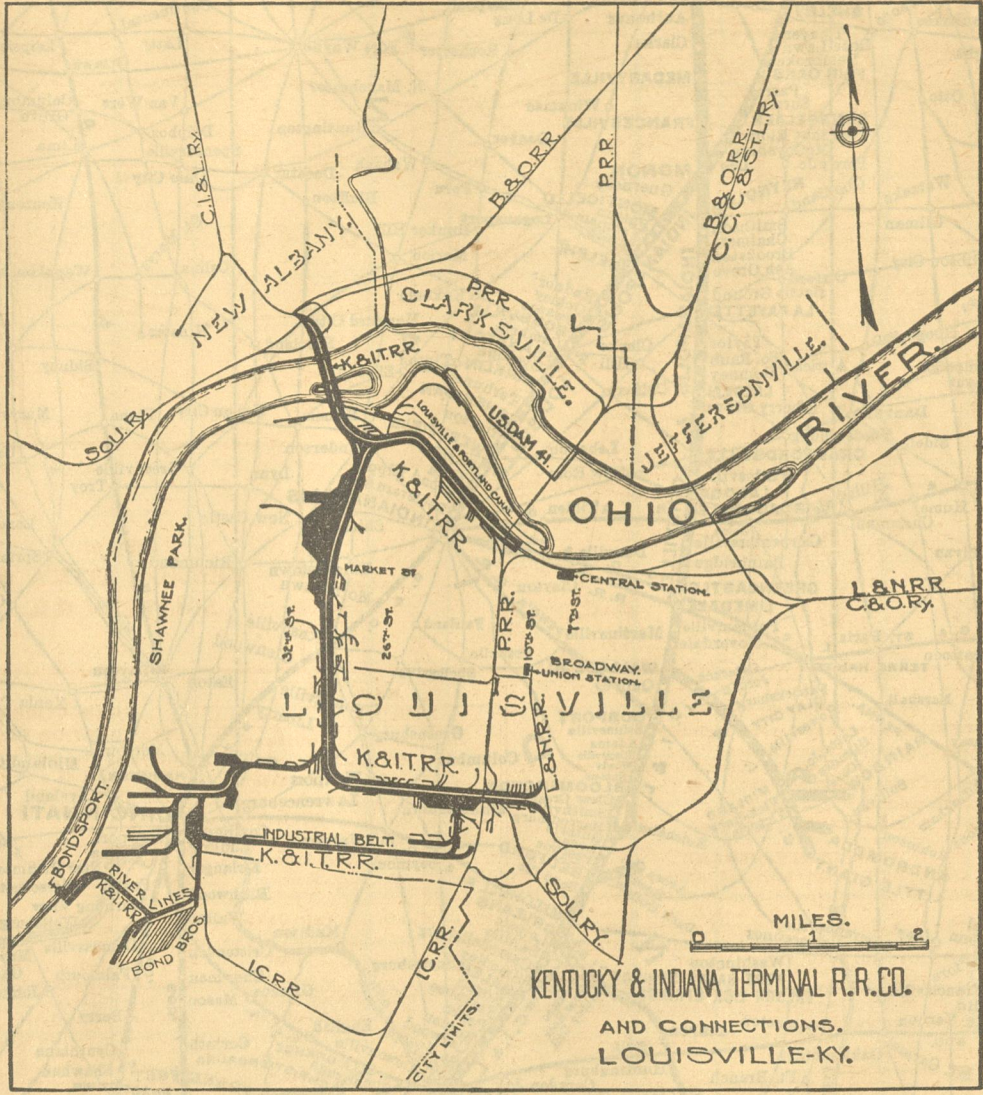


Railroads of Louisville 21

KENTUCKY & INDIANA TERMINAL RAILROAD COMPANY

LOUISVILLE BELT LINE

W. S. CAMPBELL, President and General Manager, Louisville, Ky. J. A. HOWISON, General Freight Agent, Louisville, Ky.
C. W. GALLOWAY, Vice-President, Baltimore, Md. W. H. NICHOLS, Trainmaster, Louisville, Ky.
HUMPHREY & TAYLOR, General Counsel, Louisville, Ky. R. P. O'NEIL, Master Mechanic, Louisville, Ky.
E. T. MERIWETHER, Acting Treasurer, care Citizens Union National Bank, Louisville, Ky. G. C. BURRELL, Engineer Maintenance of Way, Louisville, Ky.
FRANK J. FLISPART, Secretary and Auditor, Louisville, Ky. R. Y. HEAZLITT, Purchasing Agent, Louisville, Ky.
H. F. SUTHERLAND, Superintendent, Louisville, Ky. J. L. SIGMON, Industrial Agent, Louisville, Ky.
H. T. WIGGS, Car Accountant, Louisville, Ky.



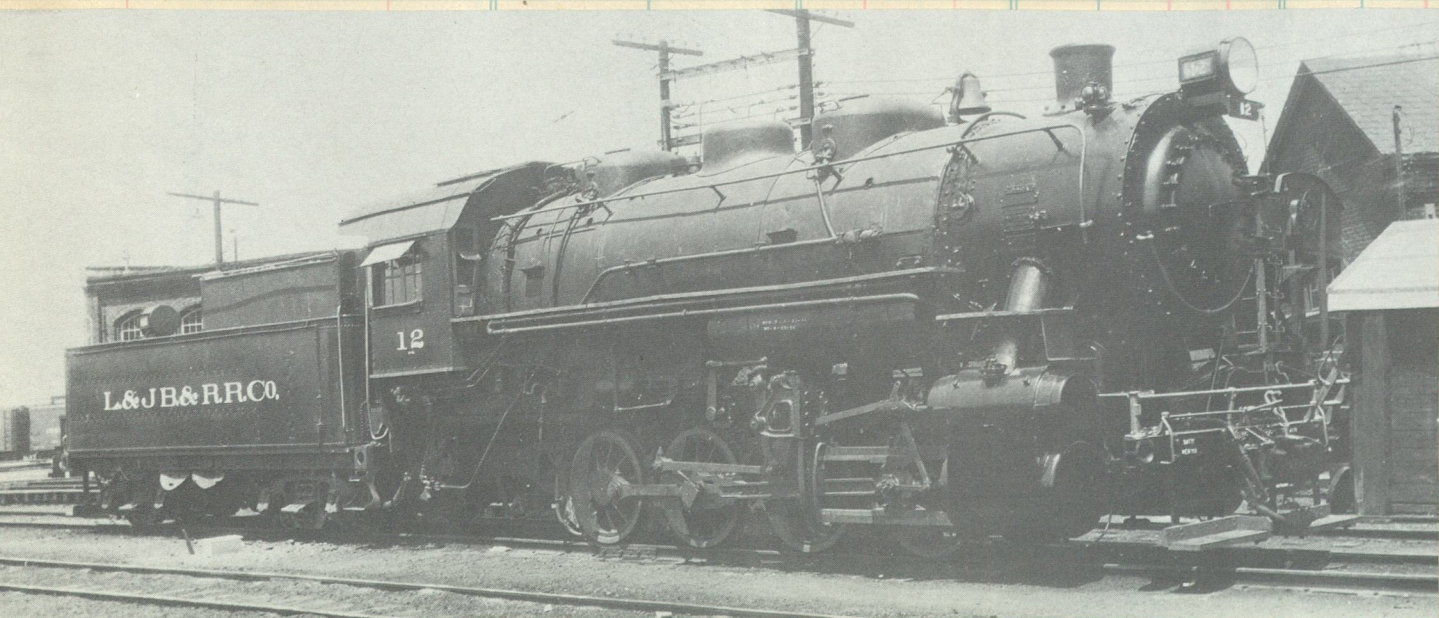
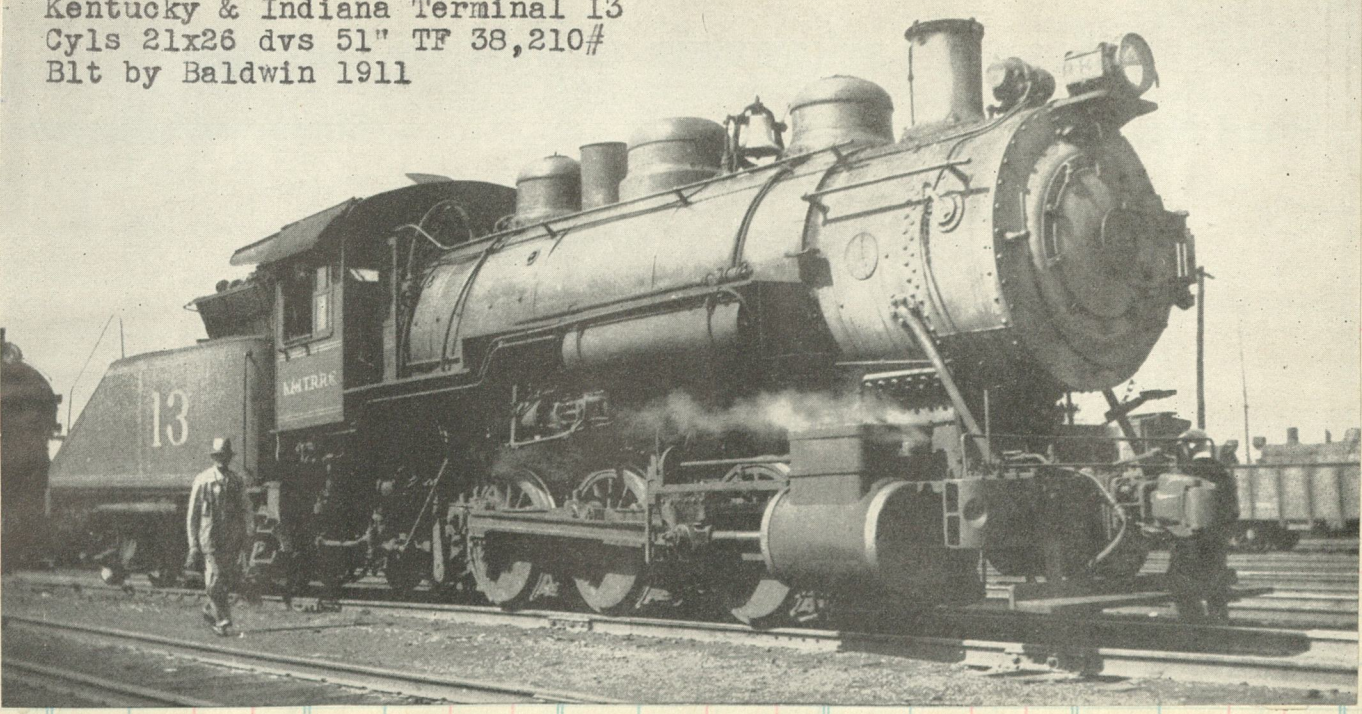
This Company is the Louisville Terminal of the Baltimore & Ohio Railroad Company, the Chicago, Indianapolis & Louisville Railway (Monon) and the Southern Railway System. It has direct connections with, and switching service from and to, all lines entering Louisville.

Desirable industrial sites are available on both the double-track industrial belt line and the extension to the Ohio River, where "Bondsport," a river-rail terminal, has been established. These sites are especially attractive due to natural drainage, city water, gas and electric power.

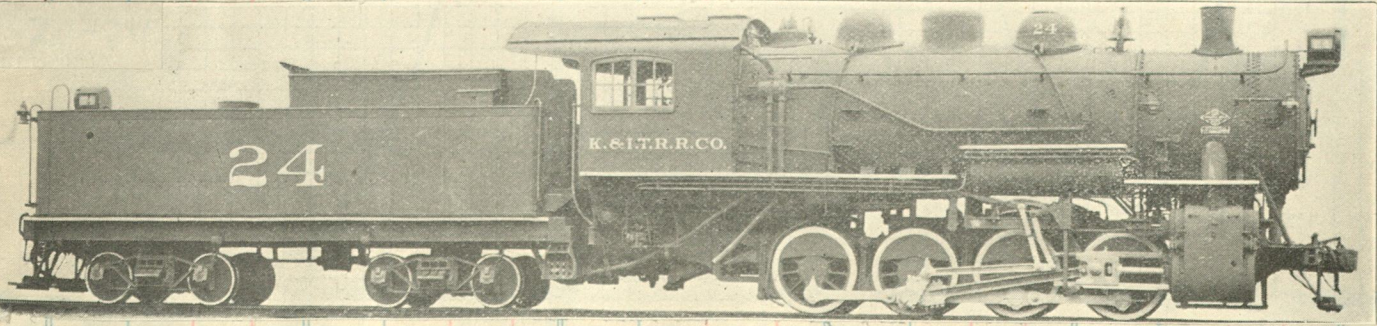
MILES OPERATED 125 LOCOMOTIVES OWNED 26

July, 1939

Kentucky & Indiana Terminal 13
Cyls 21x26 dvs 51" TF 38,210#
Blt by Baldwin 1911



Louisville & Jeffersonville Bridge & Terminal
Purchased from Big Four (CCC&StL) in 1937. Blt
by Brooks in 1919 as B/4 #7743 c/n 61246



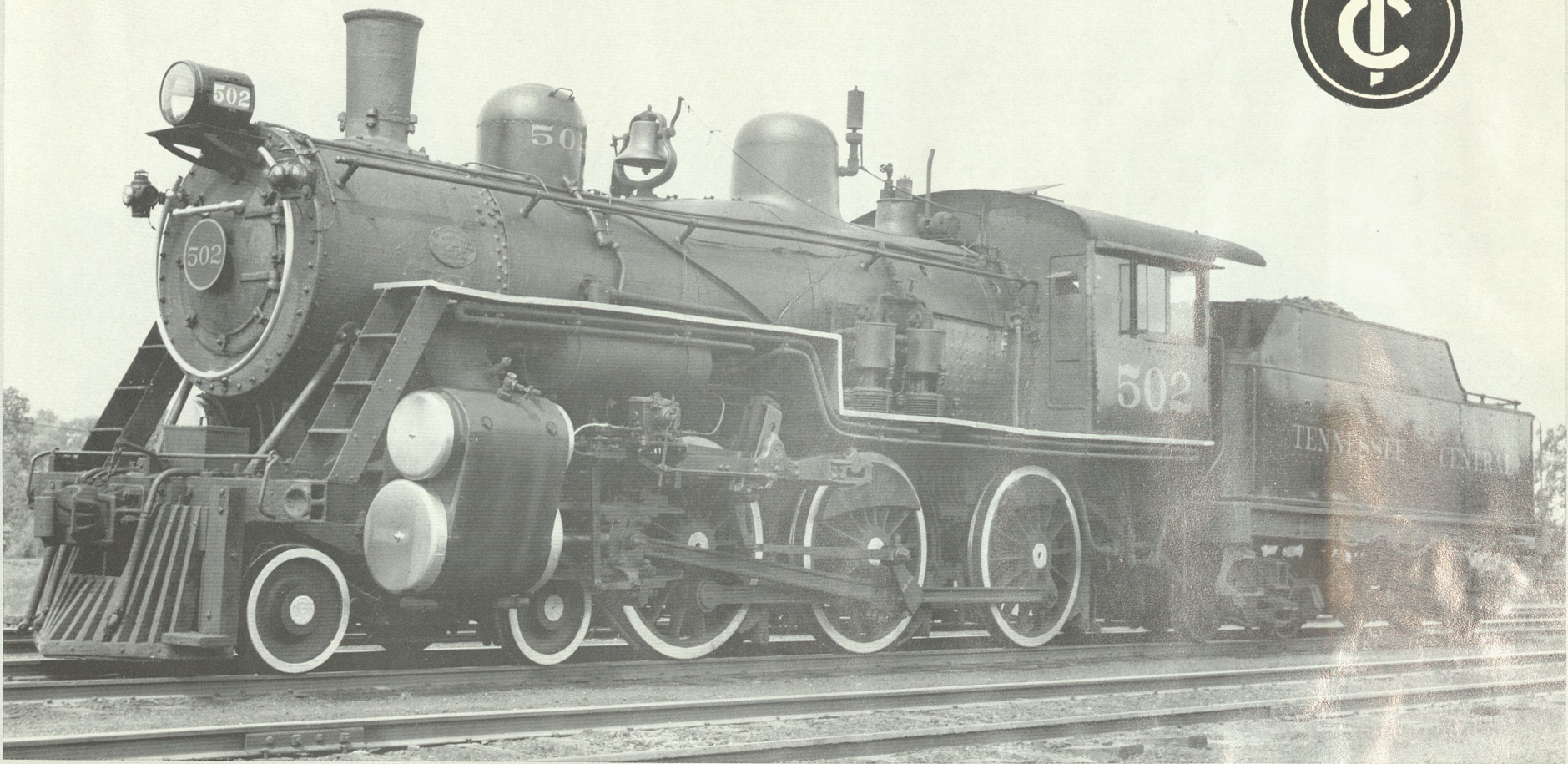
20-24

c/n 6729

LIMA 1924

Clos. No. Sold Amount Clos. No. Sold

Sold Amount

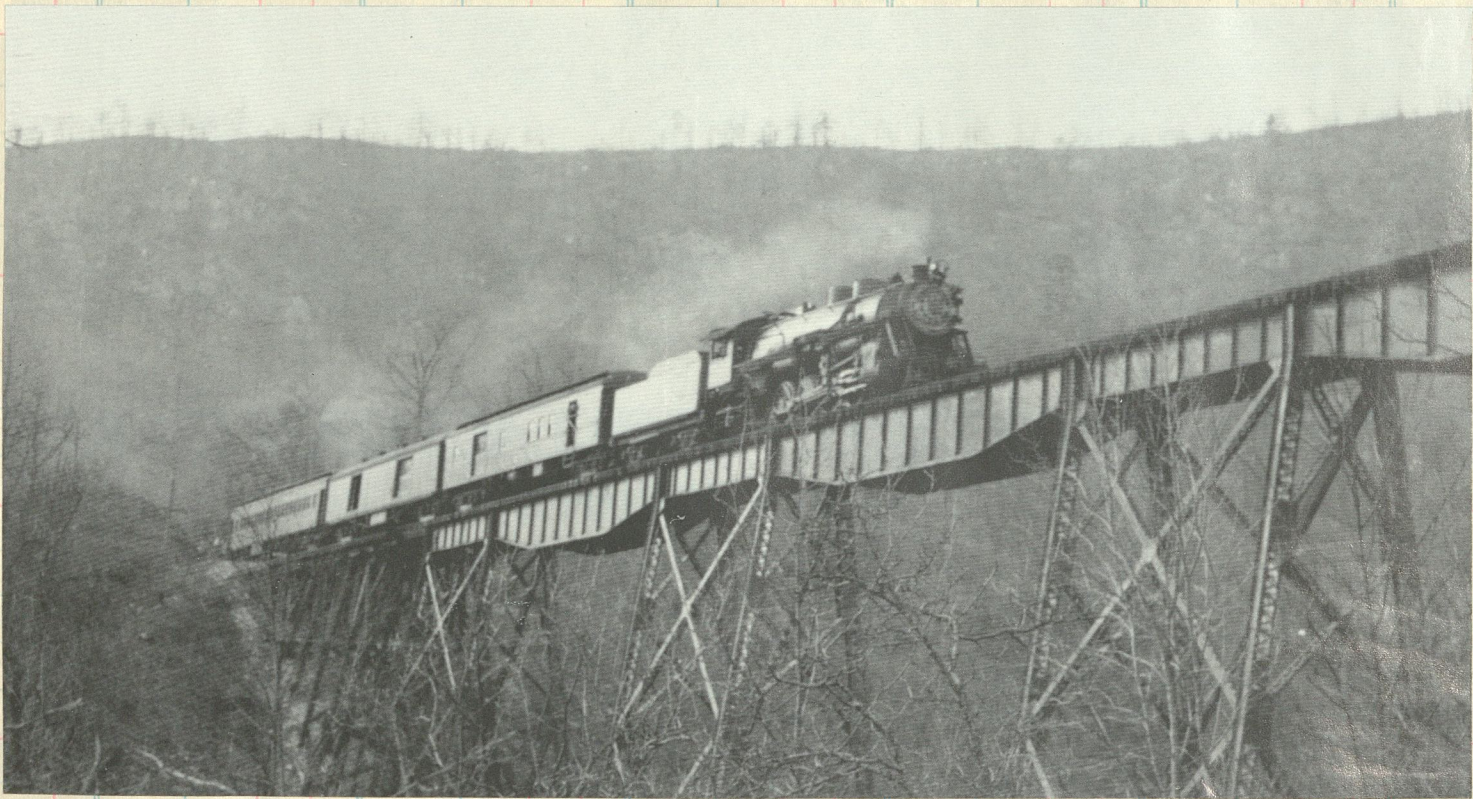


502-506 21x26cyl 63"DR 180BP 27,800TF 172,500wgt Alco, 1903

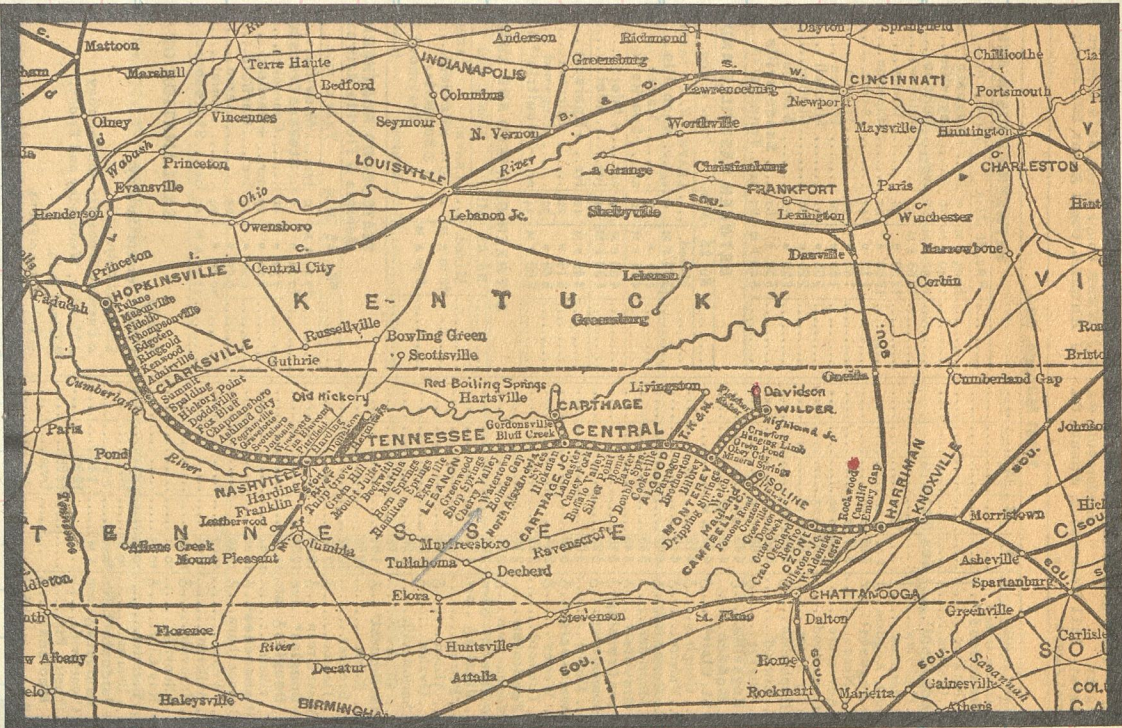
Charles T. Feistead

The Tennessee Central
operated 294 miles in
1927 with 49 engines,
740 freight and 34
passenger cars

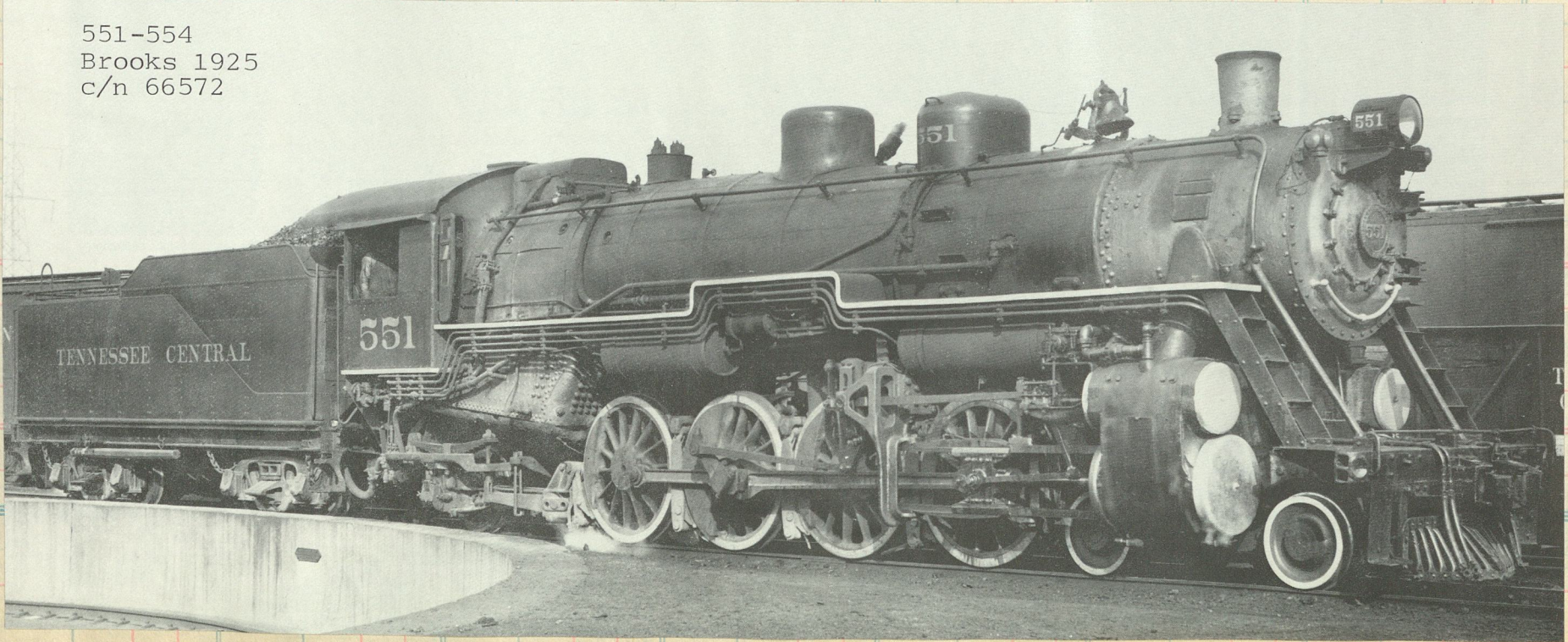
A perky little mountain runner. The #502 was the first engine erected by Rhode Island under the ALCO banner in 1903. Original number was #202, c/n 25140.



Eastbound Trn #2 coming down the hill near Rockwood

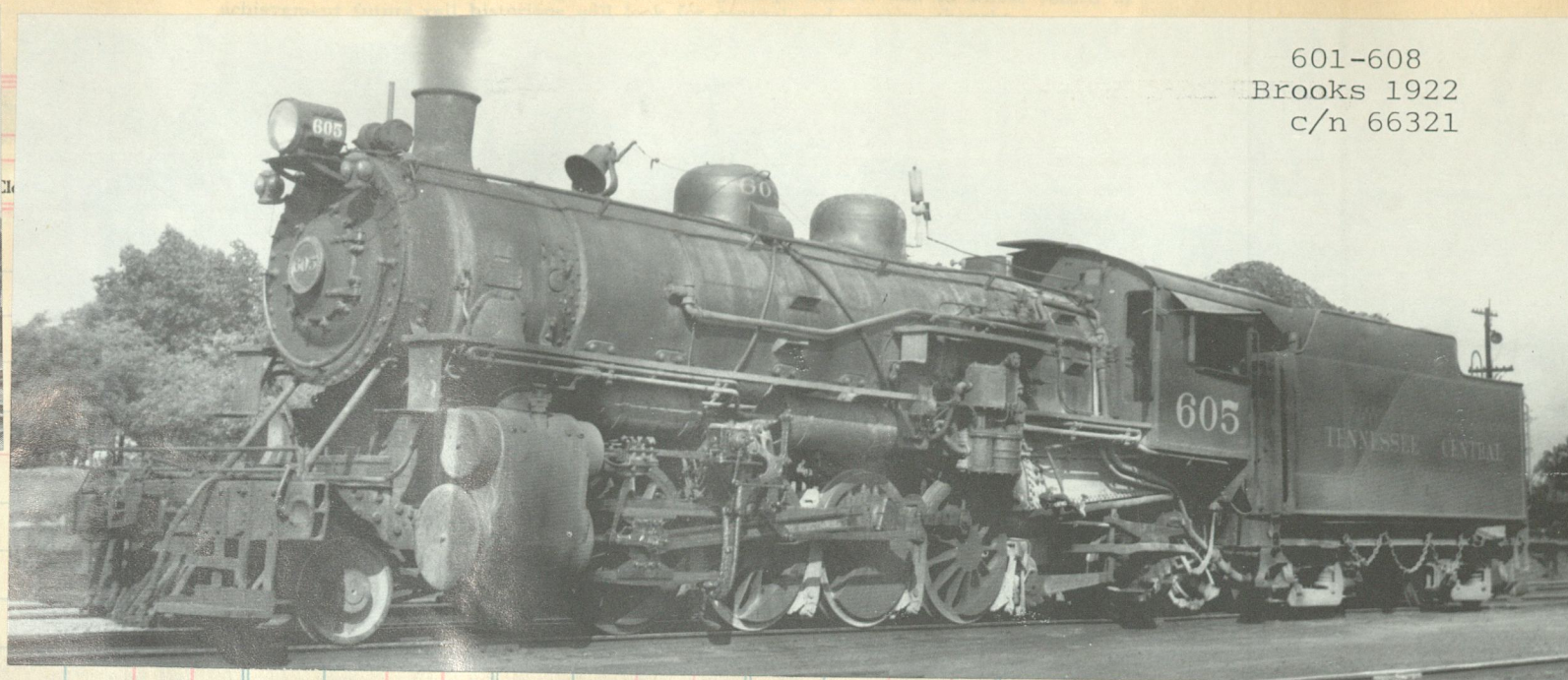
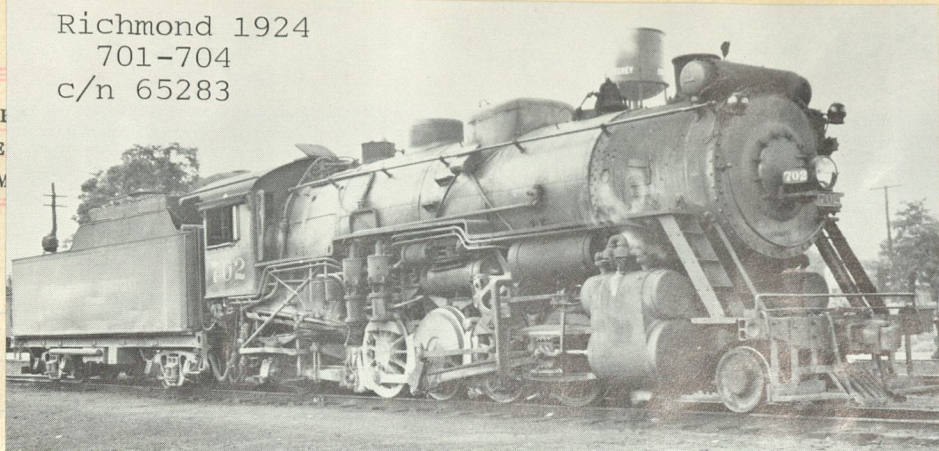


551-554
Brooks 1925
c/n 66572



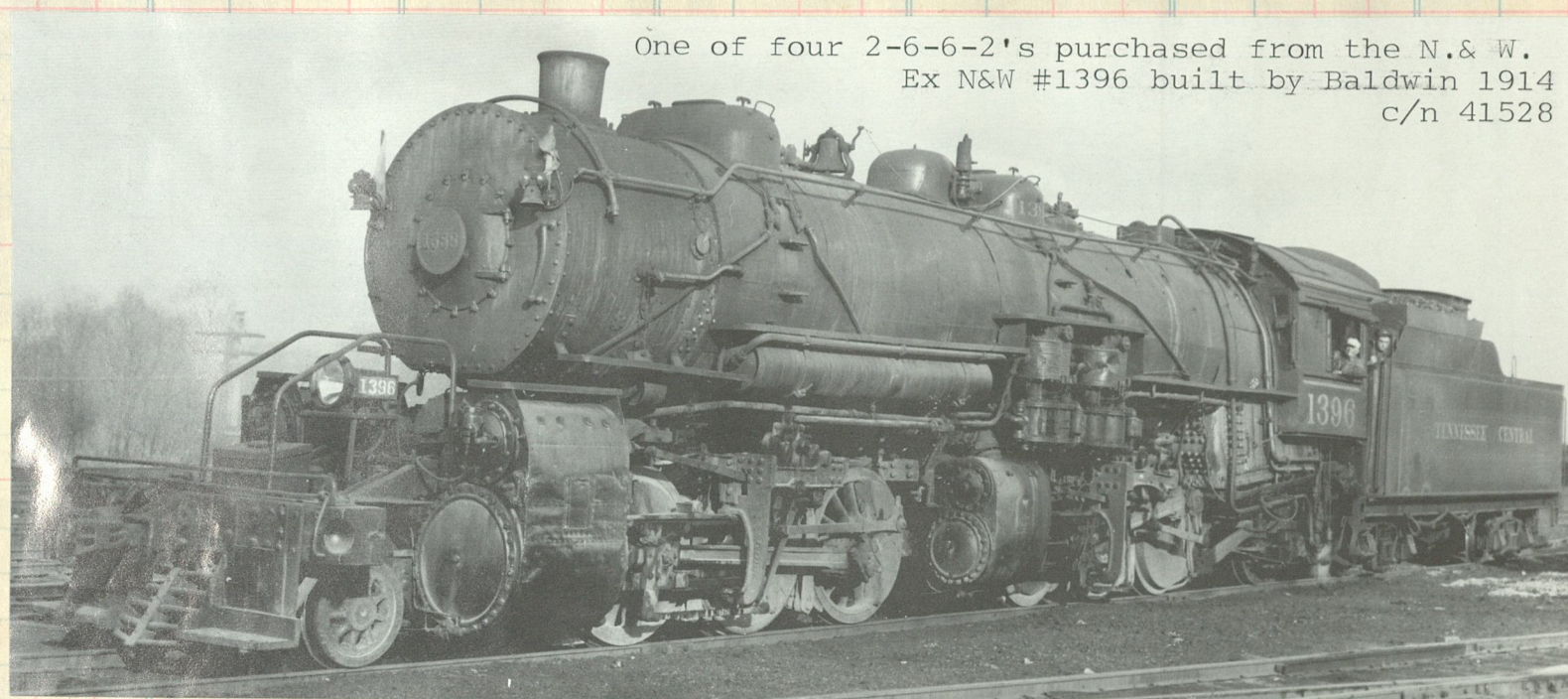
Richmond 1924
701-704
c/n 65283

SELL
DATE
FORM

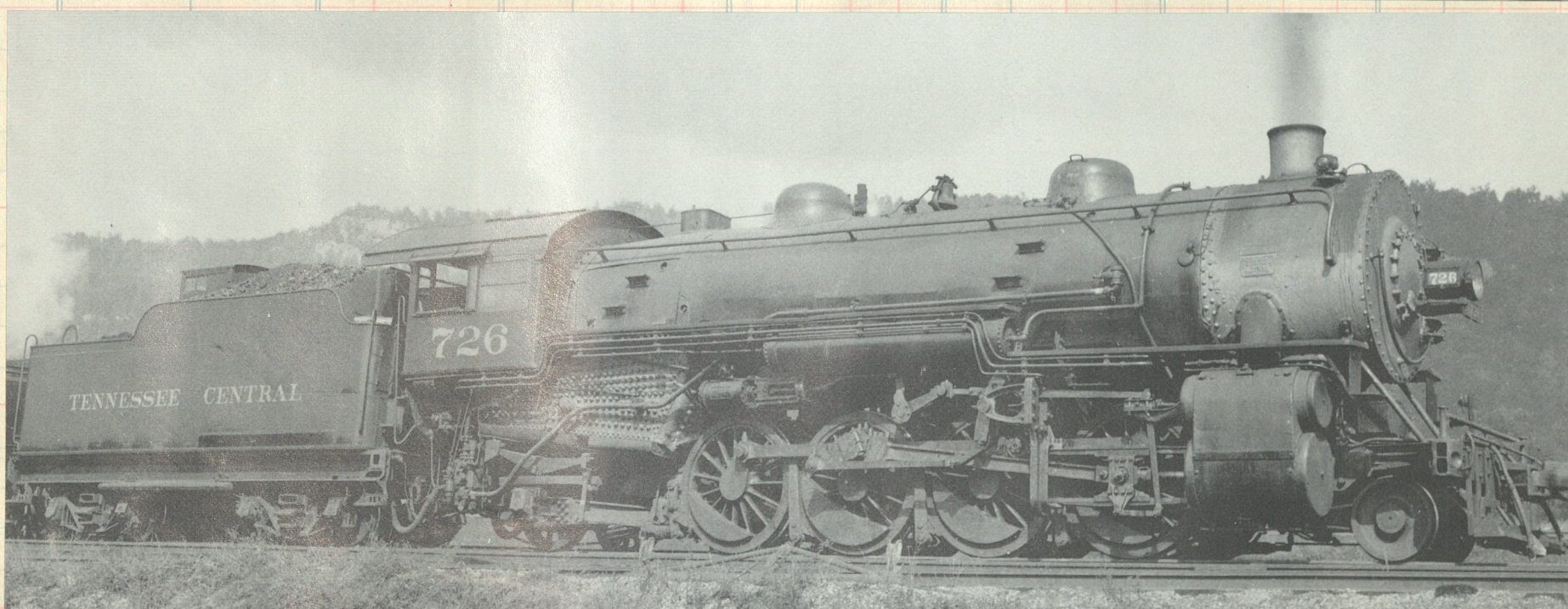


601-608
Brooks 1922
c/n 66321

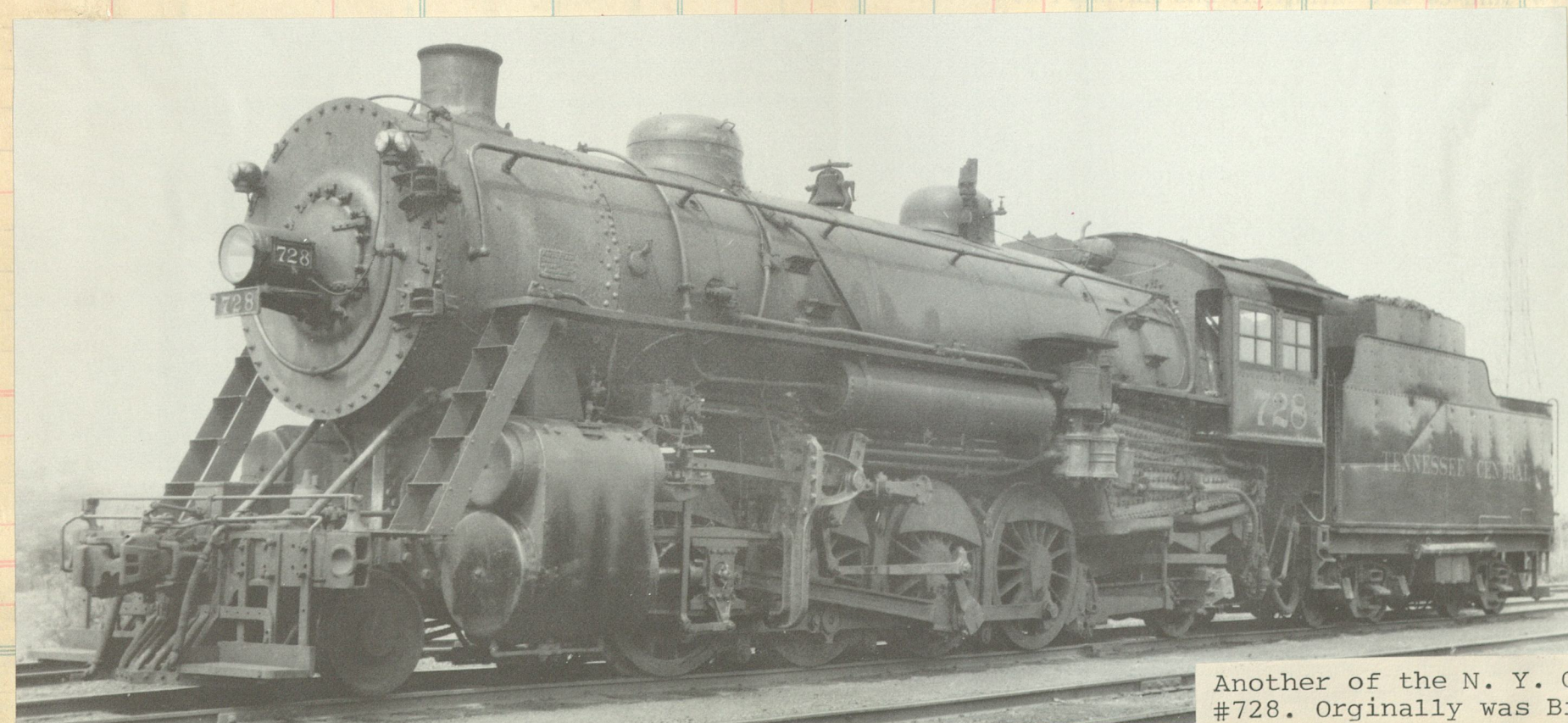
Sold	Amount	Clos. No.	Sold	Amount
------	--------	-----------	------	--------



One of four 2-6-6-2's purchased from the N. & W.
Ex N&W #1396 built by Baldwin 1914
c/n 41528



The T. C. purchased six Mikes from the New York Central. The 726 was built at Schenectady in 1905 as Lake Shore & Michigan Southern #5920, a 2-8-0 with c/n 30952. Rebuilt by Brooks in 1913 as 2-8-2 #4122, renoed 1430 and in 1937 sold to the T. C. as #726



Another of the N. Y. C. Mikes was the #728. Originally was Big Four [CCC&StL] #6717, a 2-8-0 built by Brooks in 1907. They, Brooks, rebuilt her as a 2-8-2 in 1915 with same number. Later noed 1644. Went to the T.C. in 1938 as #728

SEABOARD AIR LINE RAILWAY

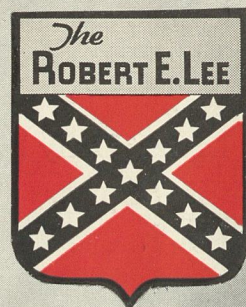
108

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

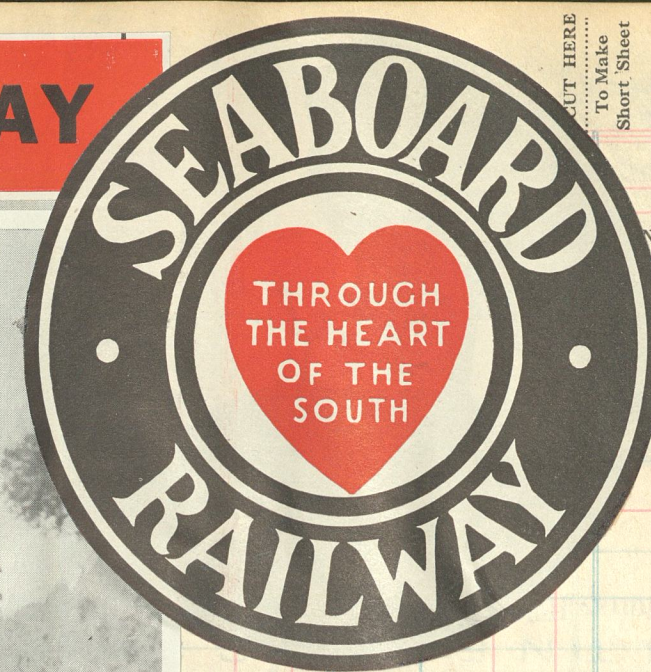
No. Sold Amount Clos. No. Sold Amount

The Seaboard Air Line was operating 3,929 miles with 713 engines, 23863 freight and 567 passenger cars in 1927

A New Train
THE ROBERT E. LEE
AIR-CONDITIONED



THE ROBERT E. LEE
Washington, Atlanta and Birmingham

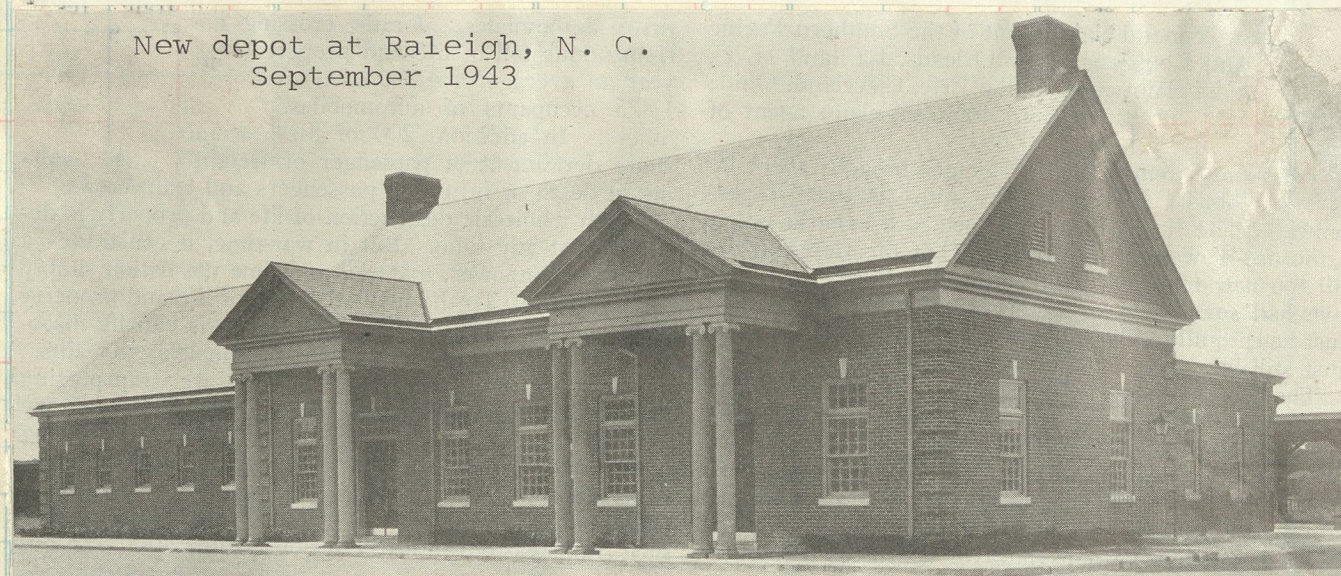


"THE ROBERT E. LEE"—No. 5.
(Cars Air-Conditioned as Shown Below.)

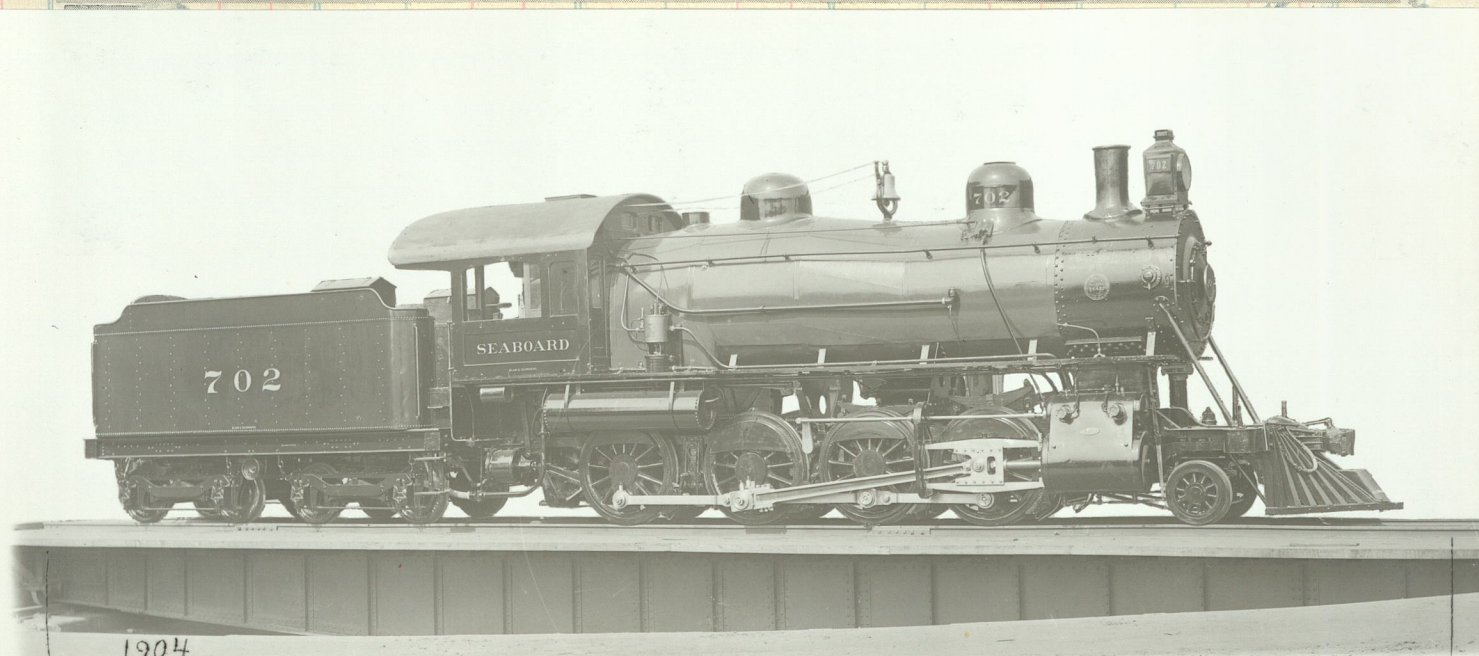
Coaches (Baggage).....	Designation	Line	
	SA-53	2702	New York to Washington. (Air-Conditioned.)
			Washington to Atlanta-Birmingham. (Reclining Seats.)
Dining Car.....			(Air-Conditioned.)
			New York to Washington. (Air-Conditioned.)
			Hamlet to Birmingham.
Sleeping Cars:			
12 Sec., 1 DR.....	R-107	2760	New York-Washington-Richmond to Raleigh-Atlanta-Birmingham-Memphis. (Air-Conditioned.)
12 Sec., 1 DR.....	R-107	2760	Washington-Richmond to Raleigh. (Air-Conditioned.) (Last trip Dec. 31.)
10 Sec., 2 Cpt., 1 DR. SA-51		2707	New York-Washington-Richmond to Raleigh-Southern Pinehurst. (Air-Conditioned.)
Lounge Car.....	R-107	2760	Washington to Raleigh. (10 Sec.) (Air-Conditioned.) (First trip Jan. 1.)
			Hamlet to Atlanta-Birmingham.

A heavy consist of 1st #5 rolls into Atlanta behind pair of 4-8-2's

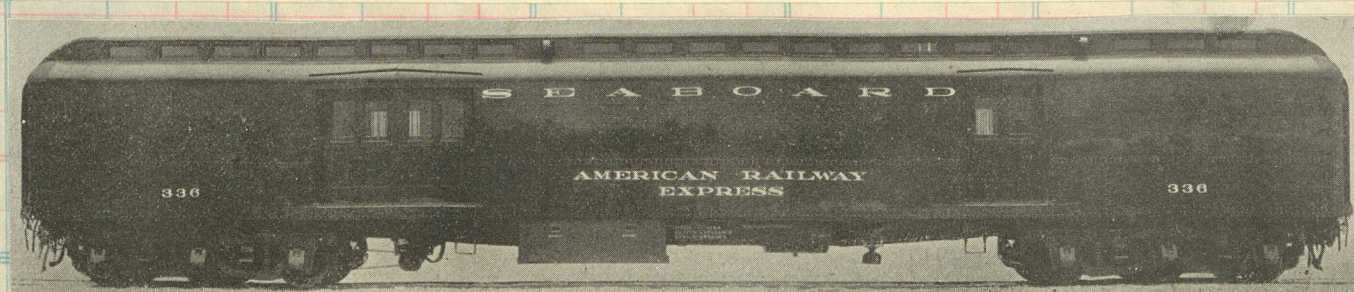
New depot at Raleigh, N. C.
September 1943



SEABOARD AIR LINE'S ENGINE 214 PULLING "THE ROBERT E. LEE"



One of the ten robust 2-8-0's received from Baldwin in 1904 noed 700-709.
Renoed 990-999 #702 c/n 24427



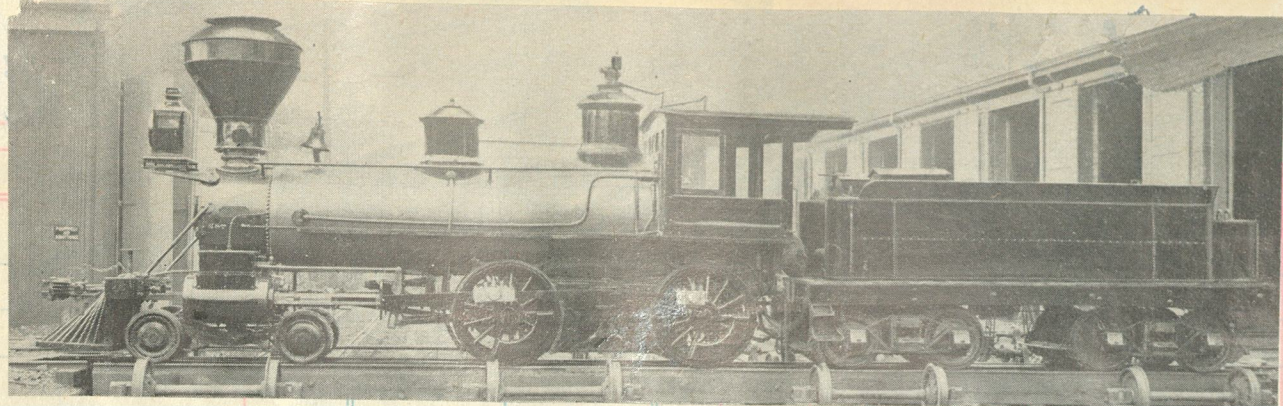
70-Ft. Express Car Built by American Car & Foundry Co. 1925

ONE WAY
1 1/2¢
PER MILE
ON THE SEABOARD

... gives you unsurpassed travel value in Seaboard air-conditioned, reclining seat coaches. 10% reduction on round-trip tickets.

(138)

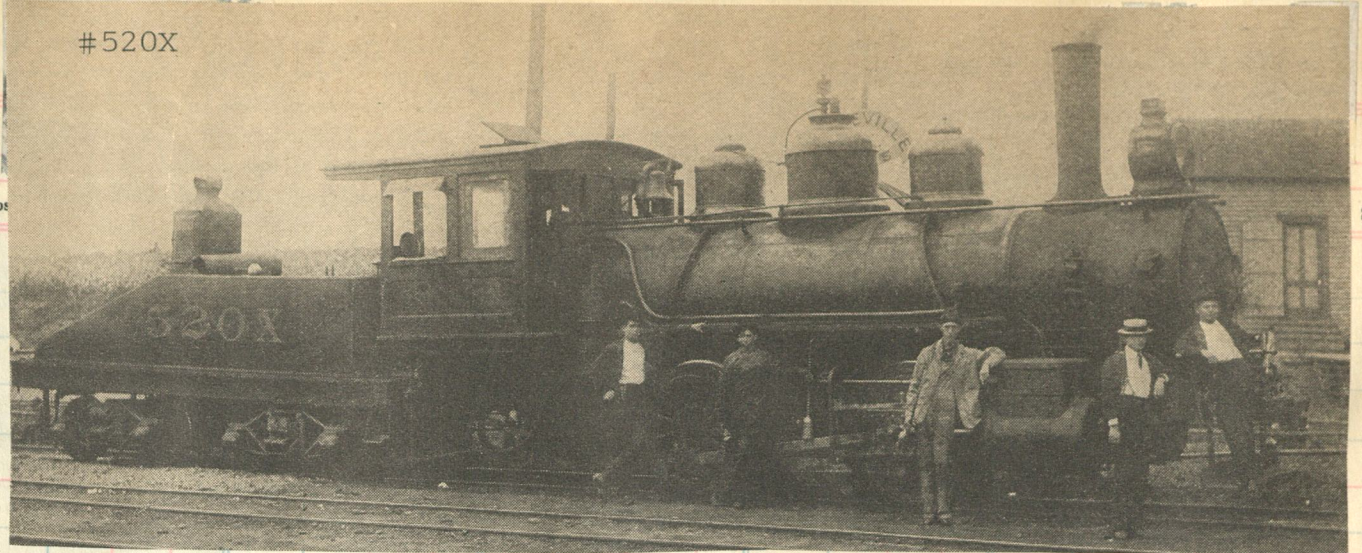
SLIP
DATE
FORM



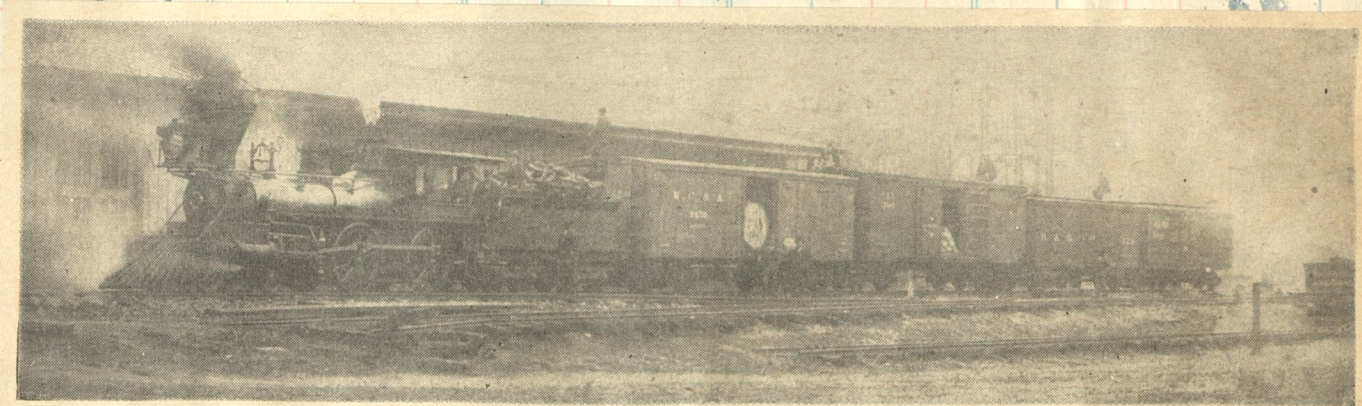
This 4-4-0 was built in 1884 by Rogers [c/n 3457] as #21, the "Orange", for the Florida Transit & Peninsular. That same year, 1884, became #21 of the Florida Railway & Navigation. In 1889 was the #21 of the Florida Central & Peninsular and in 1900 was noed Seaboard Air Line #315. Was sold to the S.I. & E. (267) in 1904 and last was #99 of the J. Butterback & Co. at St Augustine, Fla.



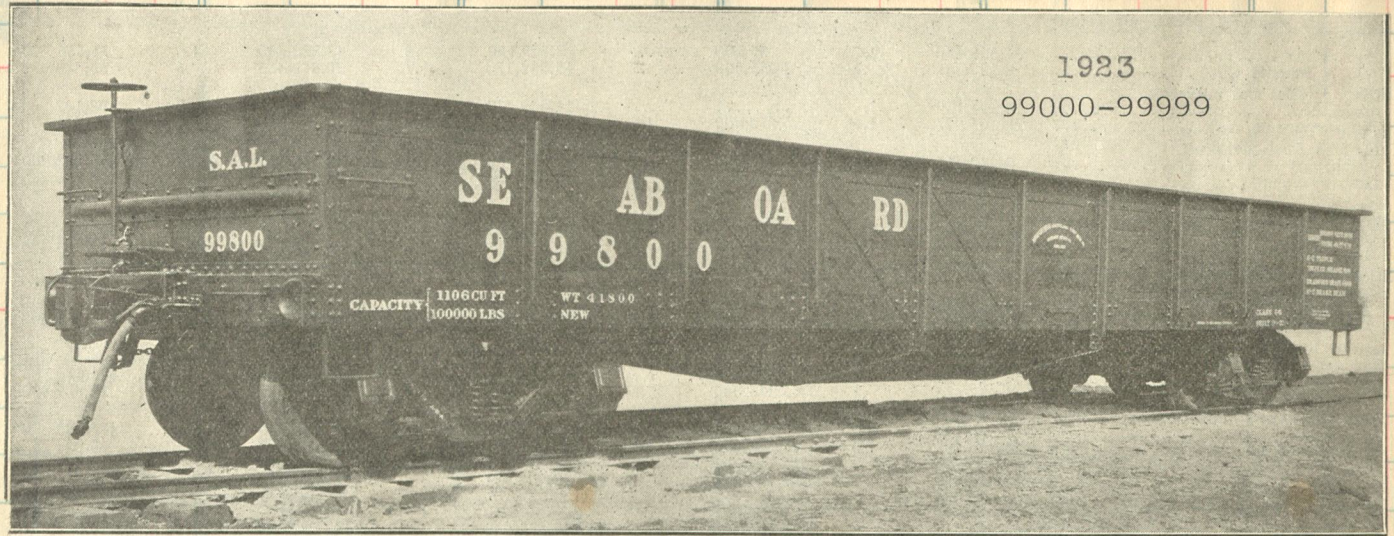
Station of the Florida, Atlantic & Gulf Central Railroad at Jacksonville, Fla. Lines from the north reached Pensacola, but the state's local railroads were unconnected with other Southern lines. Throughout the war, Florida remained safe from invasion but blockaded.



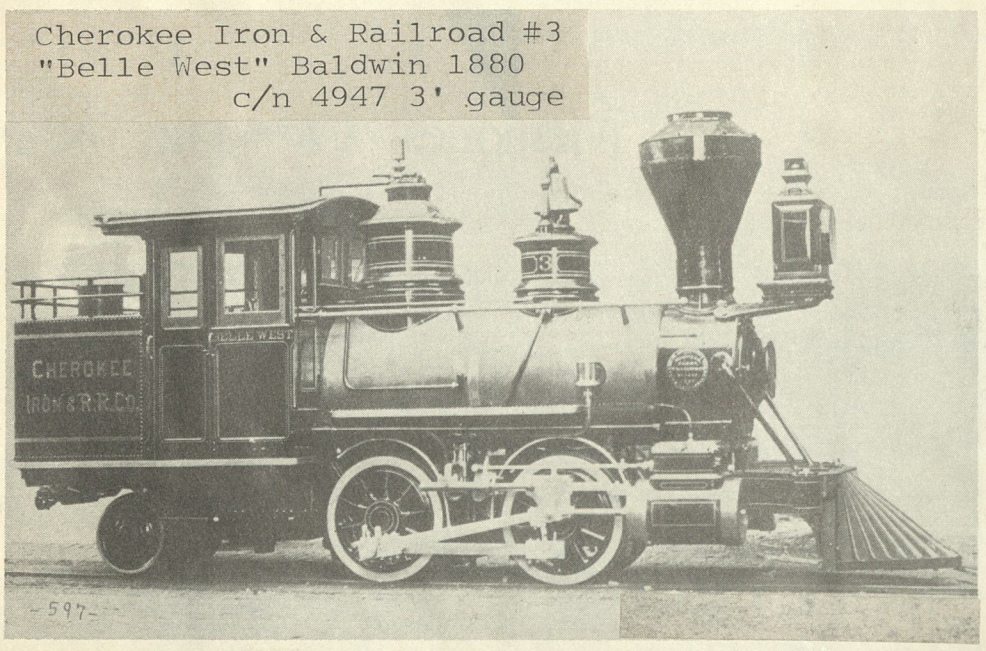
The Baldwin construction records indicate they built a pair of 0-4-0's in 1893 for 'Trust' (?) and were assigned to the S.A.L. #520X, c/n 13701, was noed SAL #398, 487, 1023.



FIRST SEABOARD AIR LINE TRAIN TO RUN BETWEEN DURHAM AND HENDERSON, N.C. (?)



A 50-Ton Gondola Built by the Newport News Shipbuilding & Dry Dock Co. for the Seaboard Air Line OKM



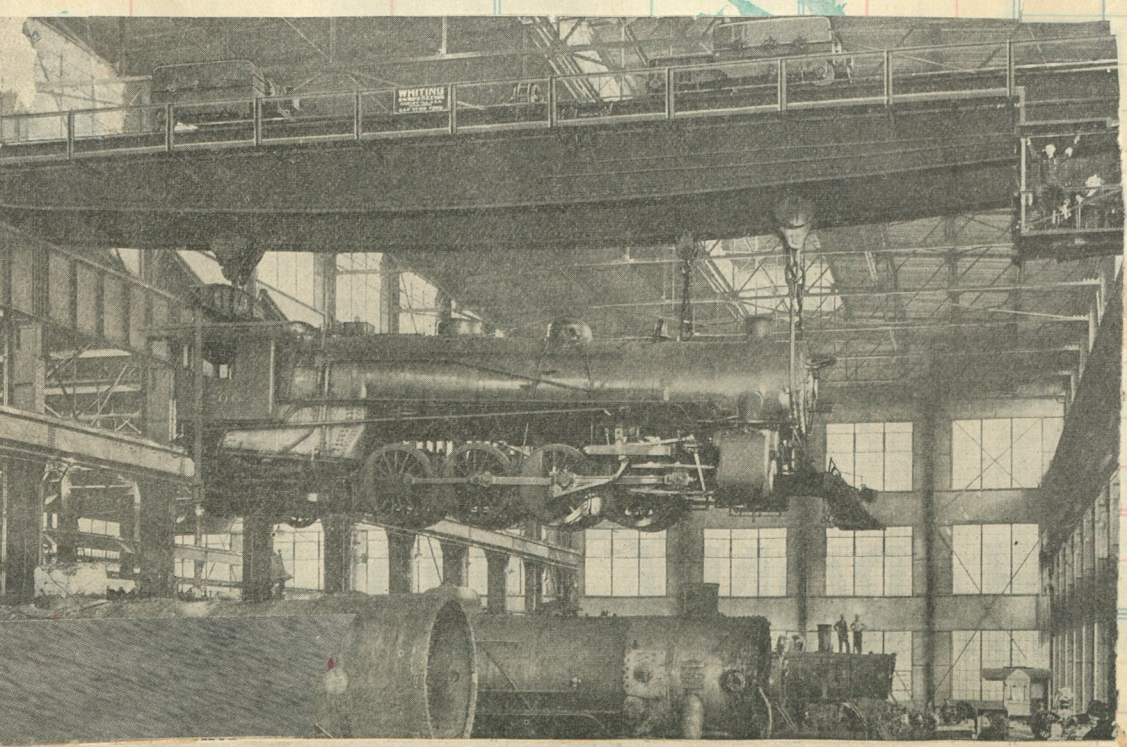
Cherokee Iron & Railroad #3 "Belle West" Baldwin 1880 c/n 4947 3' gauge

Summer's Sun
Still Shines
in the Mid-South -
overnight from the East

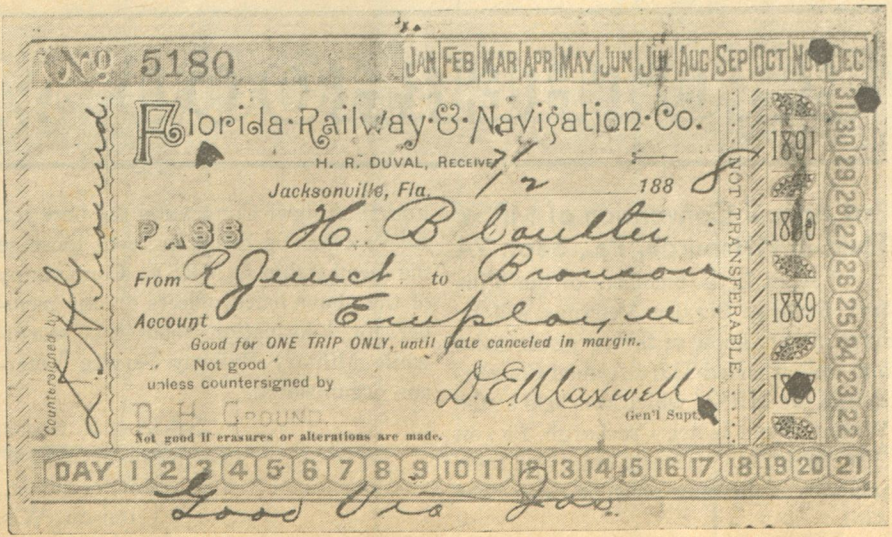
Pinehurst
Southern Pines
Camden
Savannah
Sea Island

In the heart of the long-leaf pine section of the Carolina sandhills, or in the semi-tropic grandeur of the "Golden Isles," you'll find all facilities for sport, recreation or rest. Plan pleasant weekends now, and stop over on your way to or from Florida.

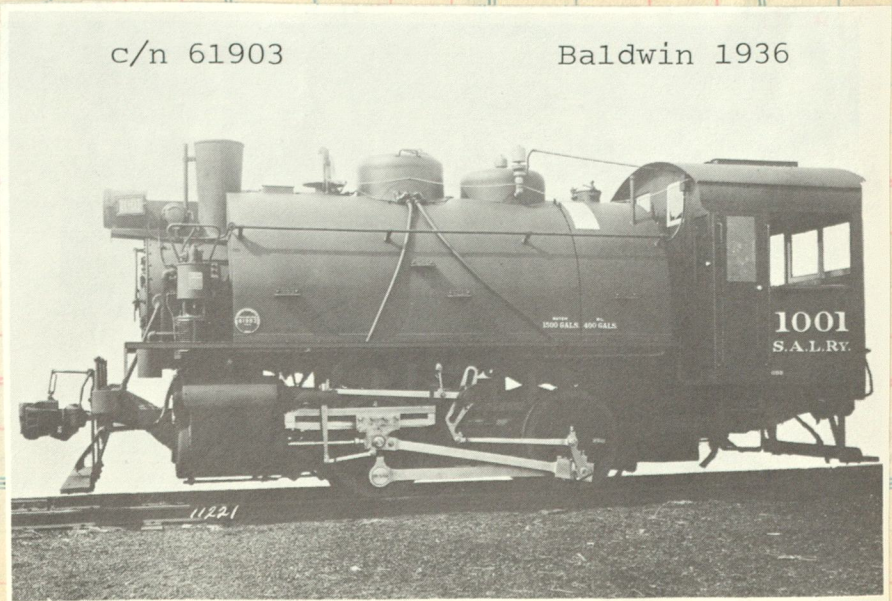
Seaboard provides overnight sleeping car service between New York, Washington and the Carolina resorts—an exclusive Seaboard feature—while the Georgia section is reached in a few more hours. Stopovers are allowed without extra rail charge.



4-8-2 #206 gets a lift from the Whiting gantry in the Portsmouth (VA) shops



OLD PASS ON A FORERUNNER OF THE SEABOARD
This old railroad pass was issued in 1888 by the Florida Railway and Navigation Company. The name was later changed to the Florida Central and Peninsular Railroad and the road is now part of the Seaboard Air Line Railway. The pass was issued to H. B. Coulter and was submitted to the JOURNAL by W. R. Coulter, Box 4, Bronson, Fla.

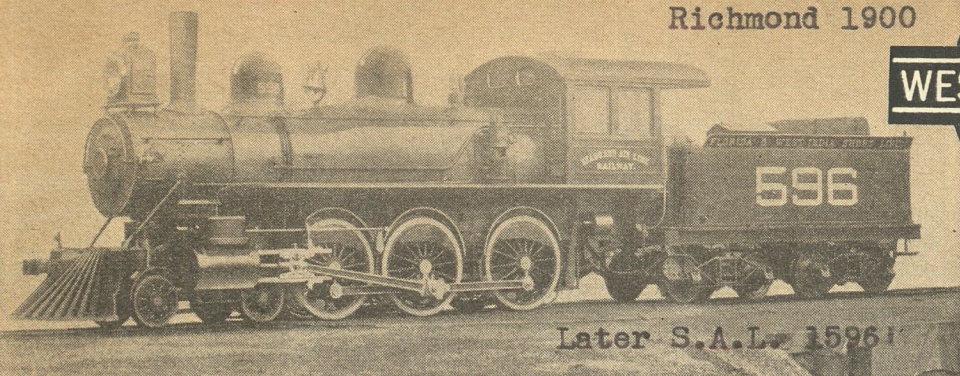


c/n 61903 Baldwin 1936

Clos. No.

Sold

Florida & West India Short Line
Richmond 1900

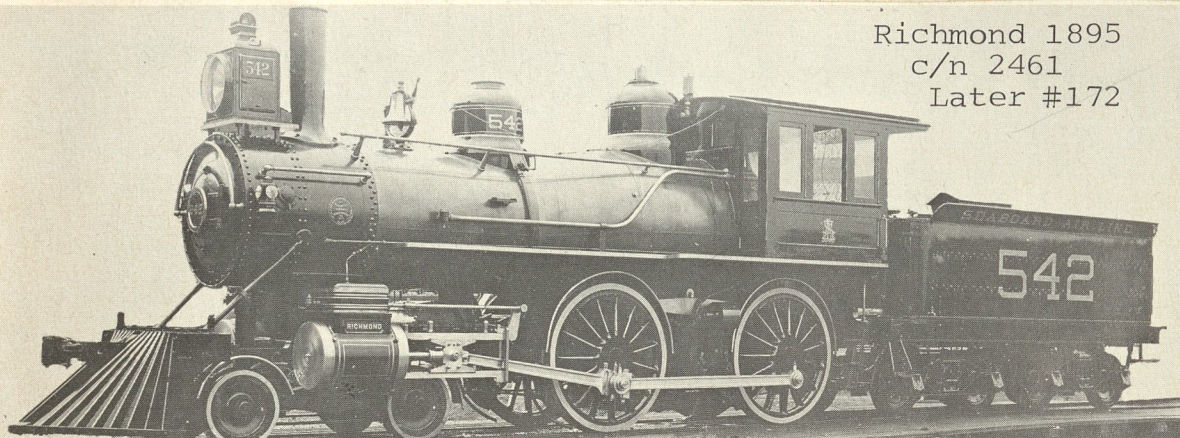


Later S.A.L. 1596

576-600

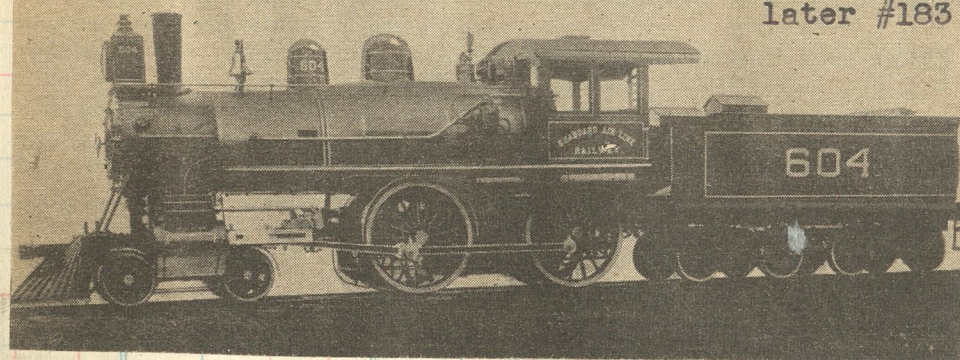
c/n 3071

Richmond 1895
c/n 2461
Later #172

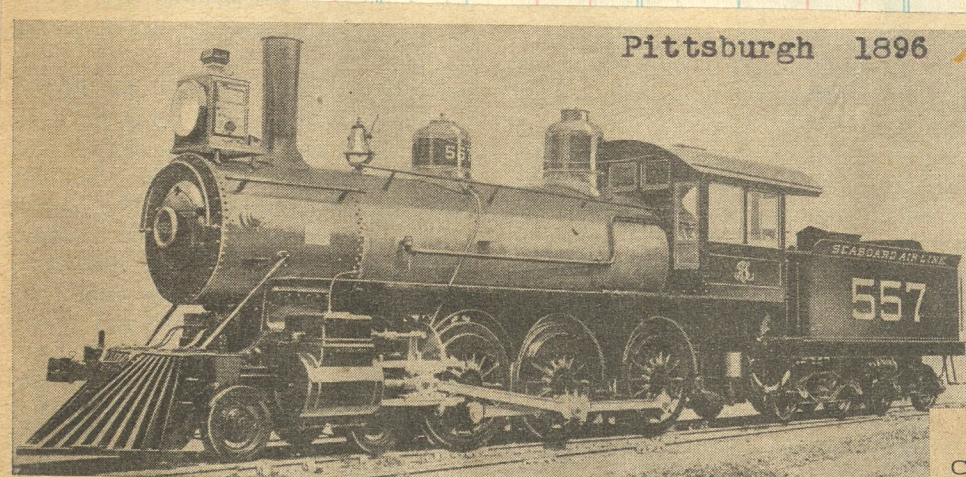


c/n 3191

Rhode Island 1900
later #183

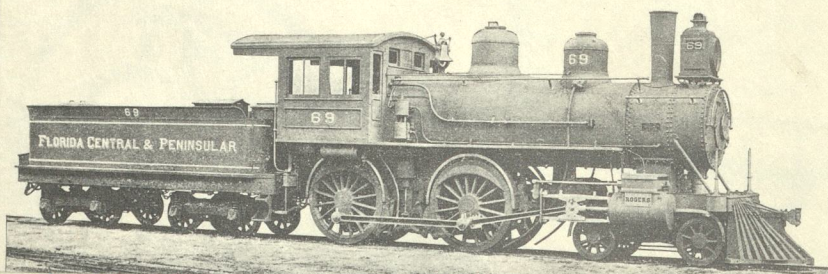


Pittsburgh 1896

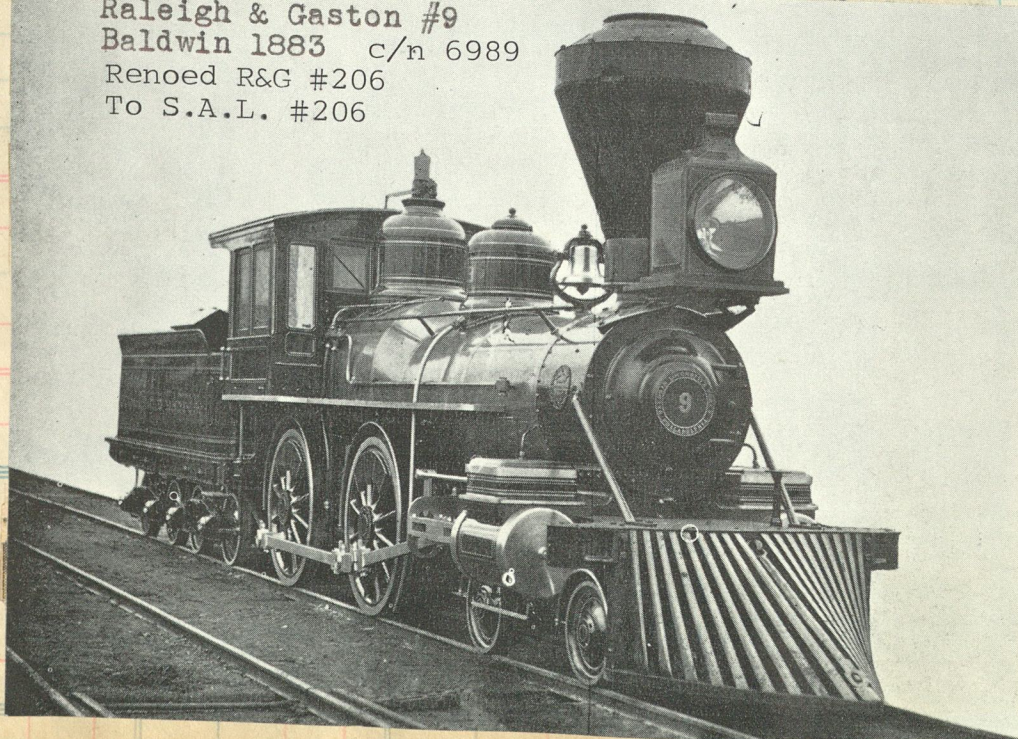


552-563
c/n 1627

Rogers 1895 c/n 5065
to S.A.L.#350

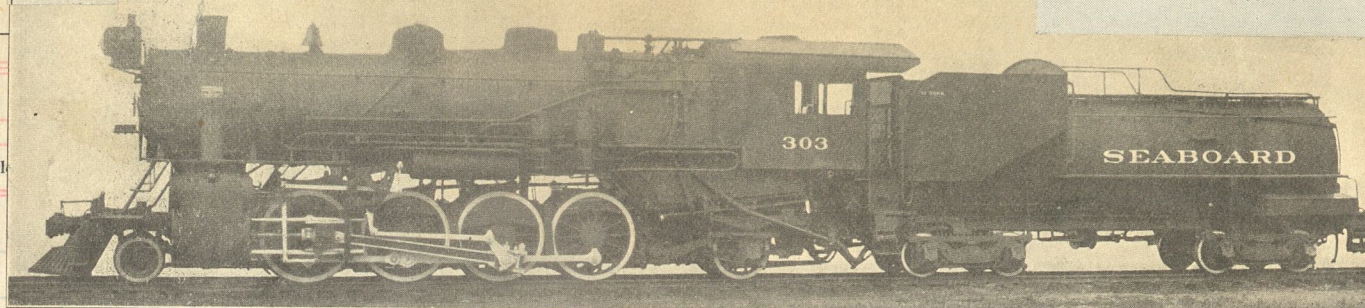


Raleigh & Gaston #9
Baldwin 1883 c/n 6989
Renamed R&G #206
To S.A.L. #206



OKM

110



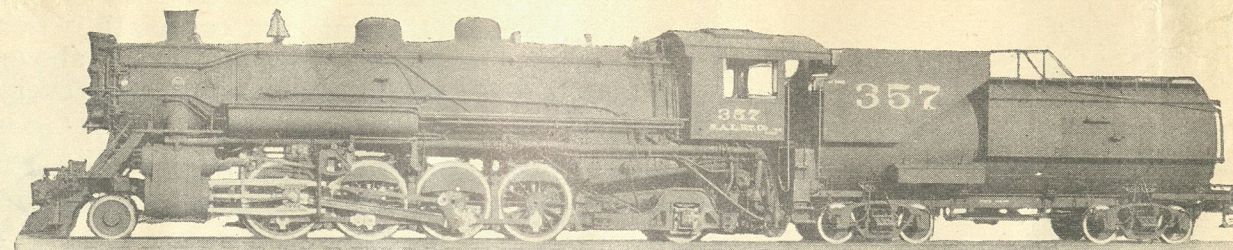
The initial Mikes on the Seaboard was nineteen engines delivered by Richmond in 1914 noed 300-318.
#303 c/n 54914



357-376

c/n 58019

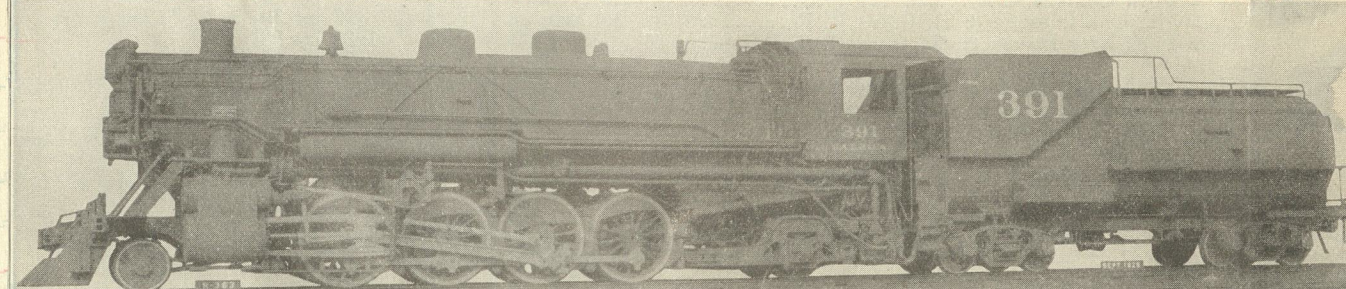
Baldwin 1924



Noed 2nd 390-396

c/n 66390

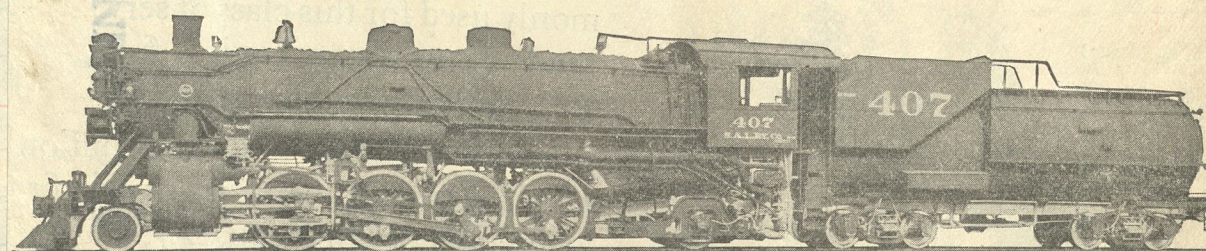
Richmond 1925



As 2nd 400-410

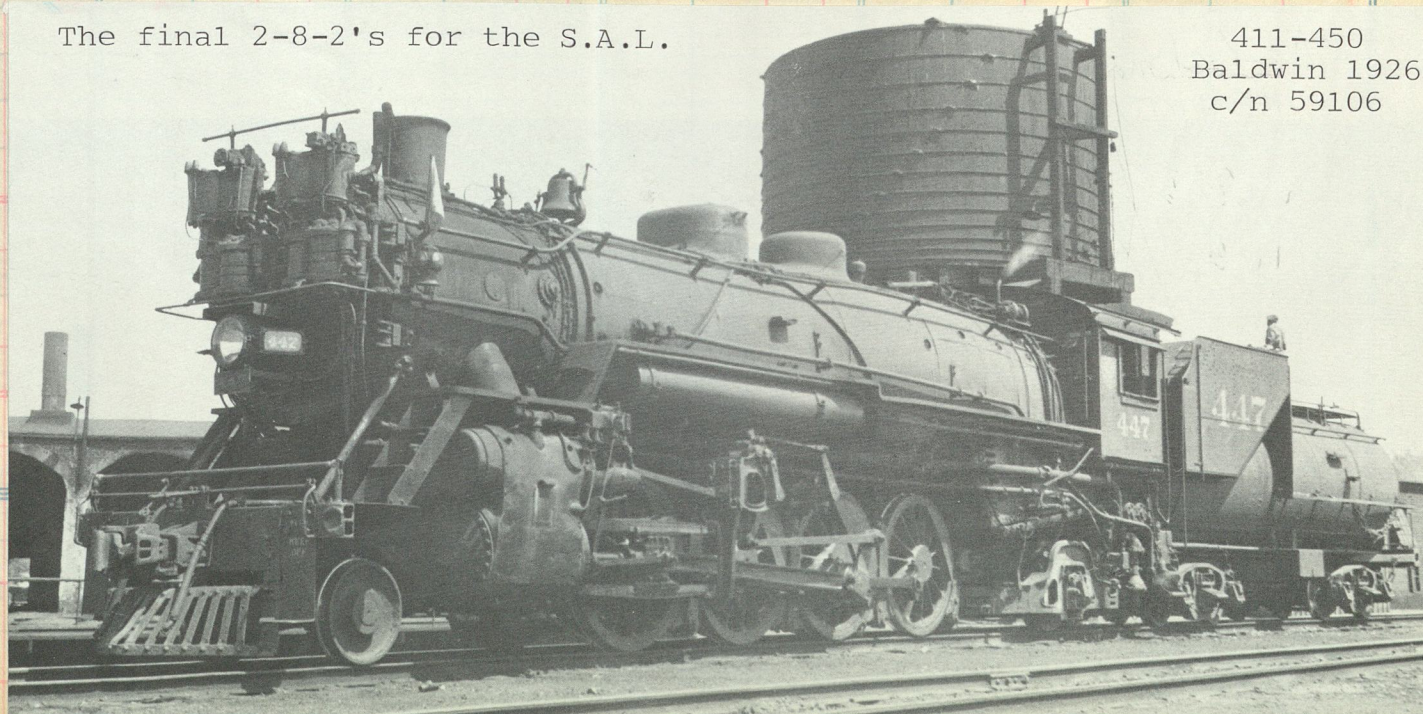
c/n 58753

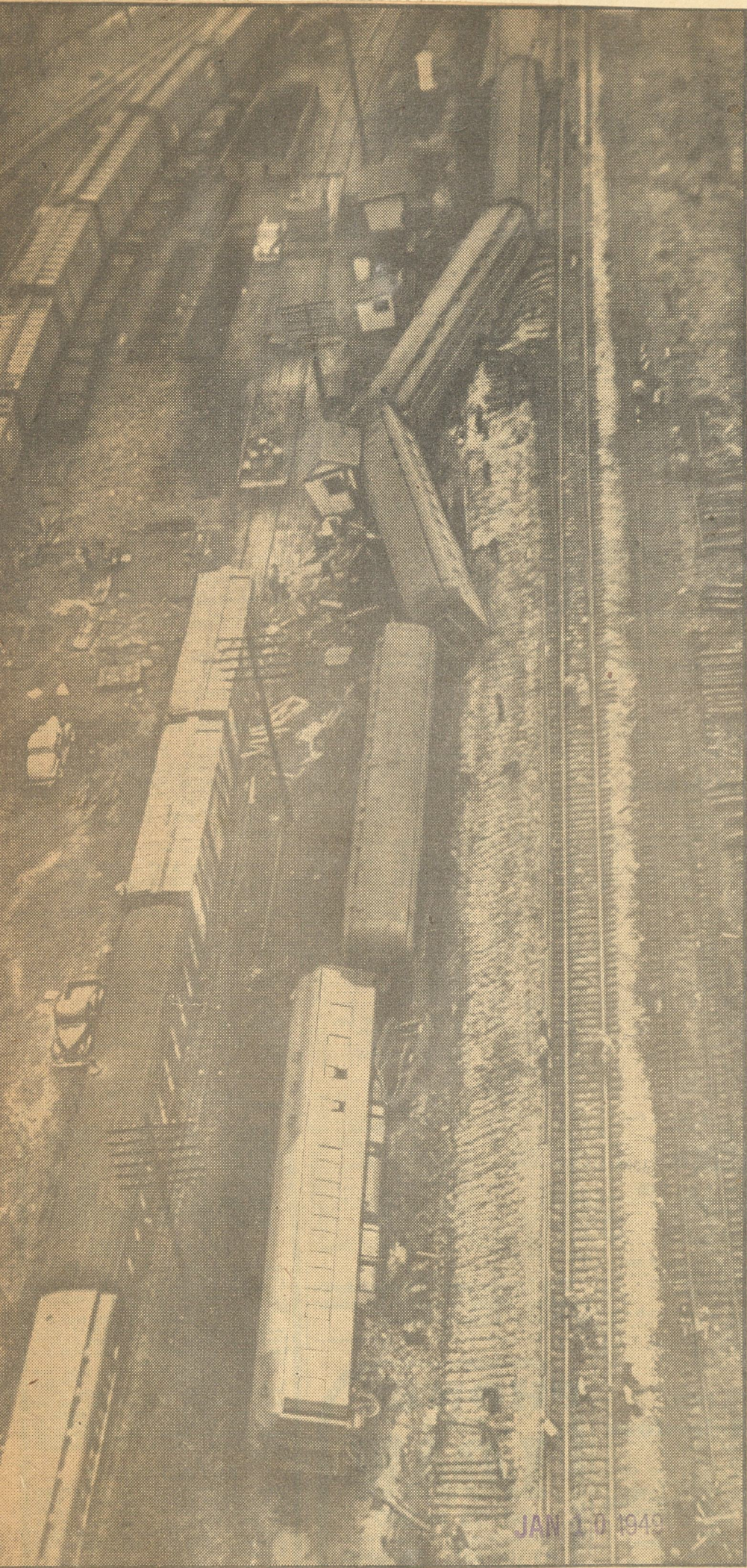
Baldwin 1925



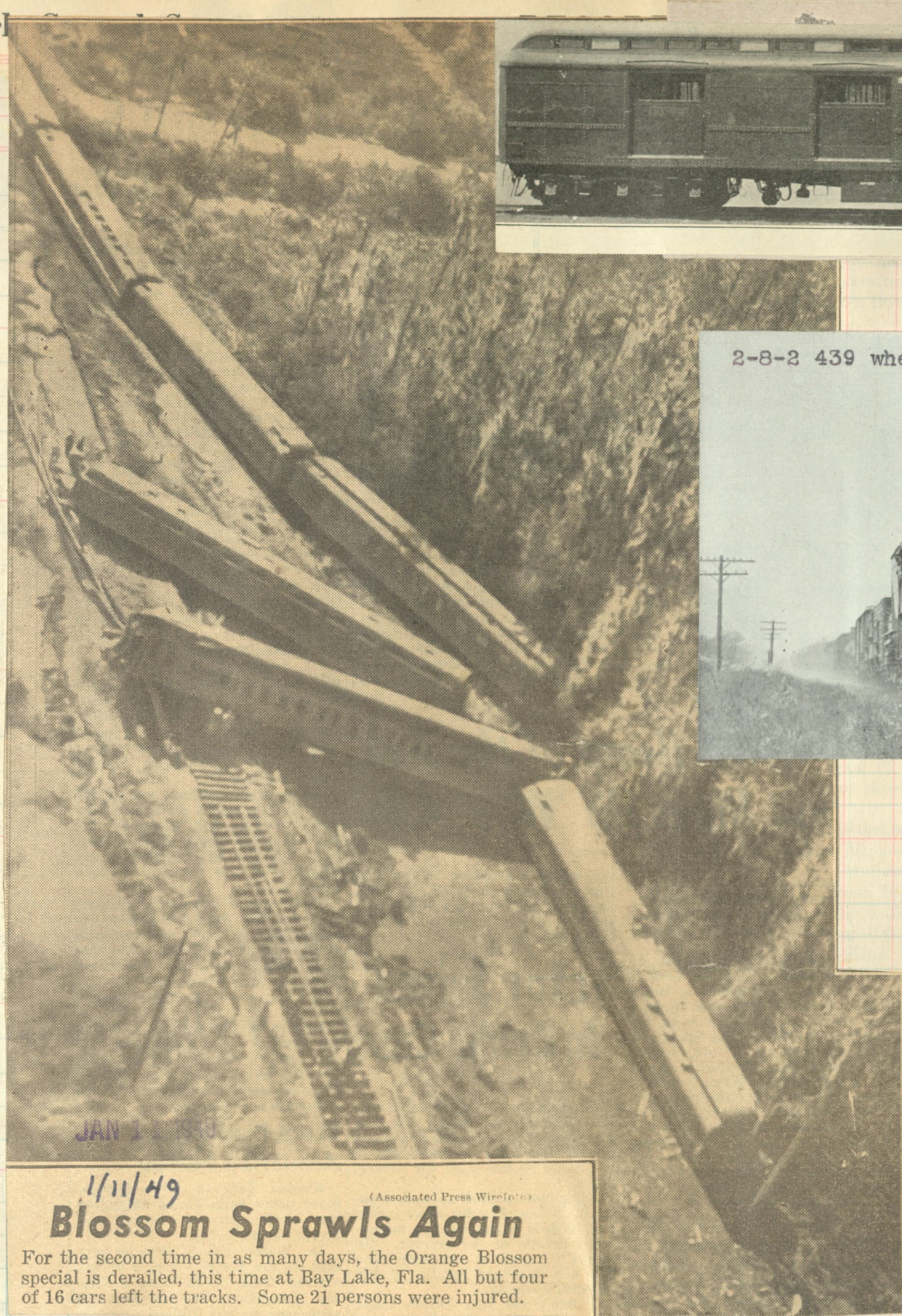
The final 2-8-2's for the S.A.L.

411-450
Baldwin 1926
c/n 59106

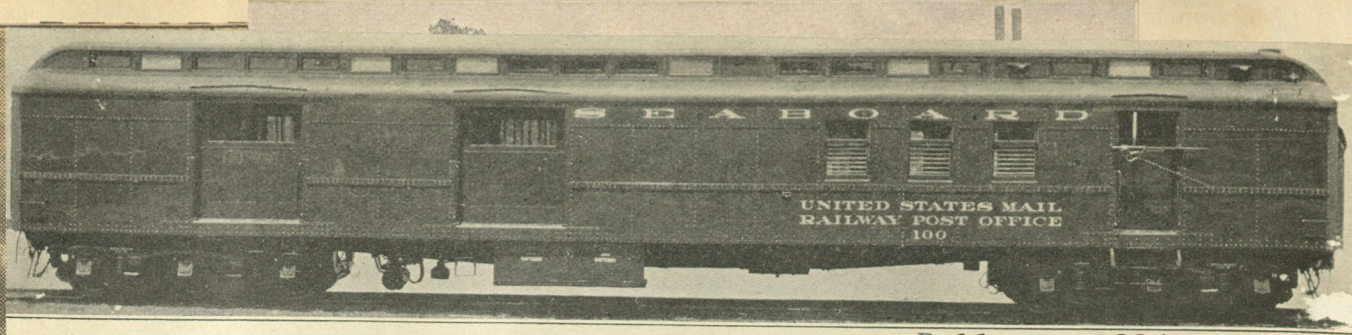




(AP Wirephoto)
SPECIAL DERAILED. Eleven cars of Florida-to-New York, 17-car Orange Blossom Special are derailed at Milford, Va. One car, a diner, was overturned in wreck which injured more than score of 167 aboard. Cause of accident was not known.

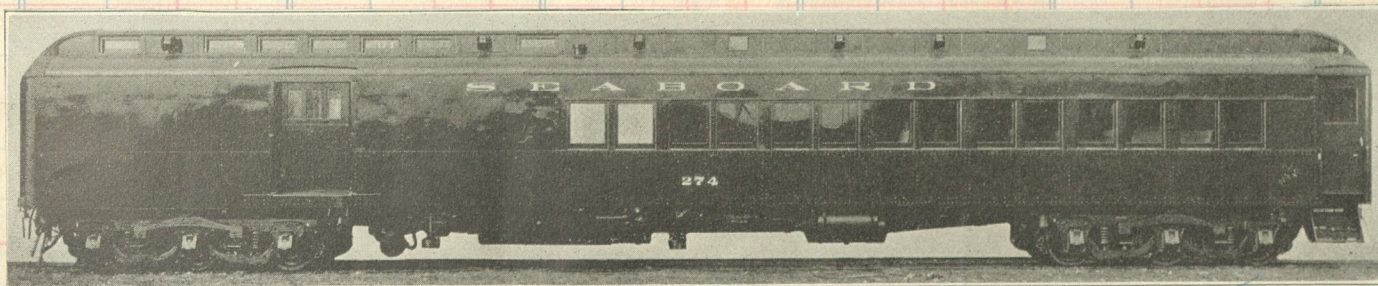
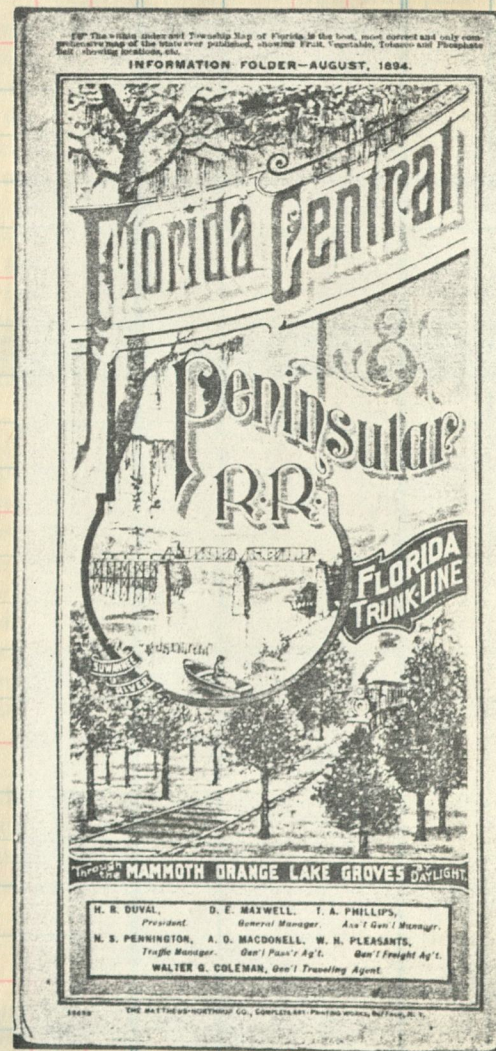
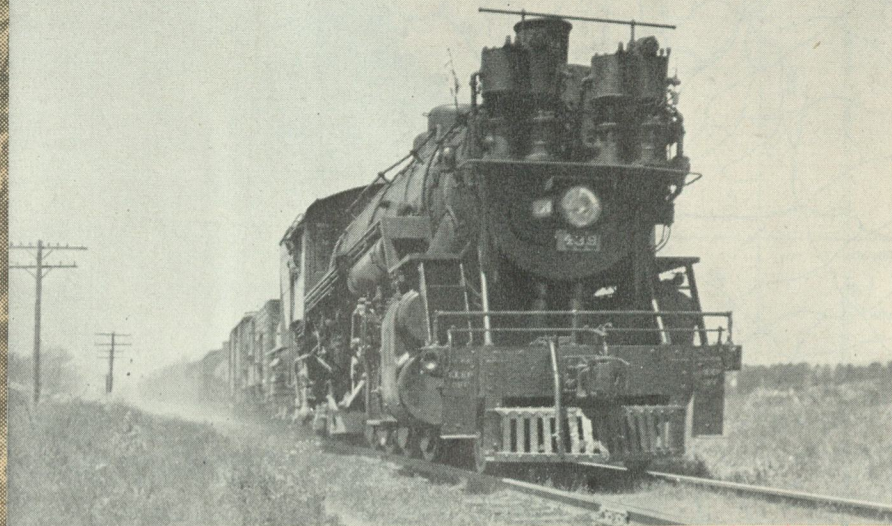


1/11/49
Blossom Sprawls Again
(Associated Press Wirephoto)
For the second time in as many days, the Orange Blossom special is derailed, this time at Bay Lake, Fla. All but four of 16 cars left the tracks. Some 21 persons were injured.



Pullman 1924

2-8-2 439 wheels tonnage thru Newsoms, Va.



73-Ft. Combination Passenger and Baggage Car Built by American Car & Foundry Co.

1925

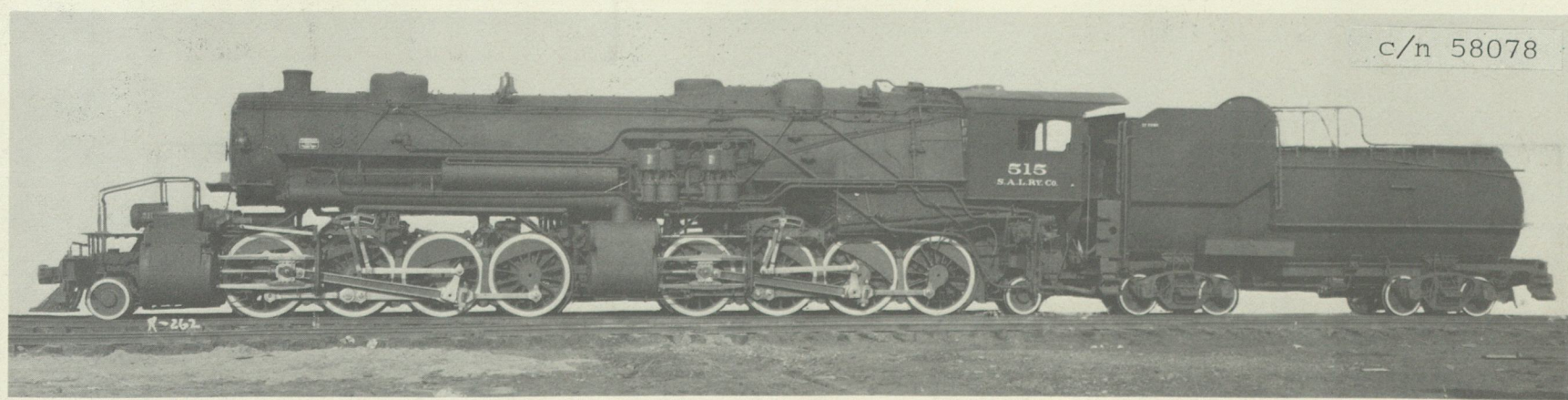
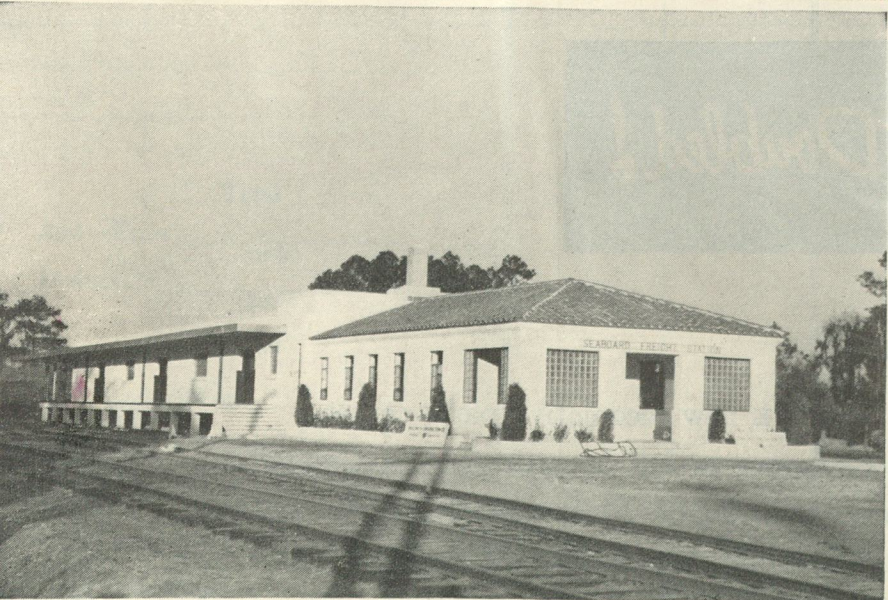


Fig. 104—Mallet Articulated (2-8-8-2) Compound Locomotive for Freight Service. Built for Seaboard Air Line by the American Locomotive Company.

Gage.....	4 ft. 8 1/2 in.	Wheel Base, Driving.....	44 ft.	Heating Surface, Superheater.....	1,458 sq. ft.
Cylinders.....	26 1/2 in. and 42 in. x 32 in.	Wheel Base, Total.....	59 ft. 6 in.	Weight on Drivers.....	419,000 lbs.
Steam Pressure.....	210 lbs.	Heating Surface, Tubes.....	5,522 sq. ft.	Weight, Total.....	497,000 lbs.
Diam. of Drivers.....	63 in.	Heating Surface, Firebox.....	391 sq. ft.	Grate Area.....	88.3 sq. ft.
Tractive Effort.....	97,900 lbs.	Heating Surface, Total.....	5,913 sq. ft.	Fuel.....	Soft coal

In 1917 Richmond delivered sixteen 2-8-8-2's noed 500-515. However they failed to prove satisfactory to Seaboard's operating conditions and all were sold to the B. & O. in 1920 who rebuilt them as 2-8-8-0's noed 7300-7315



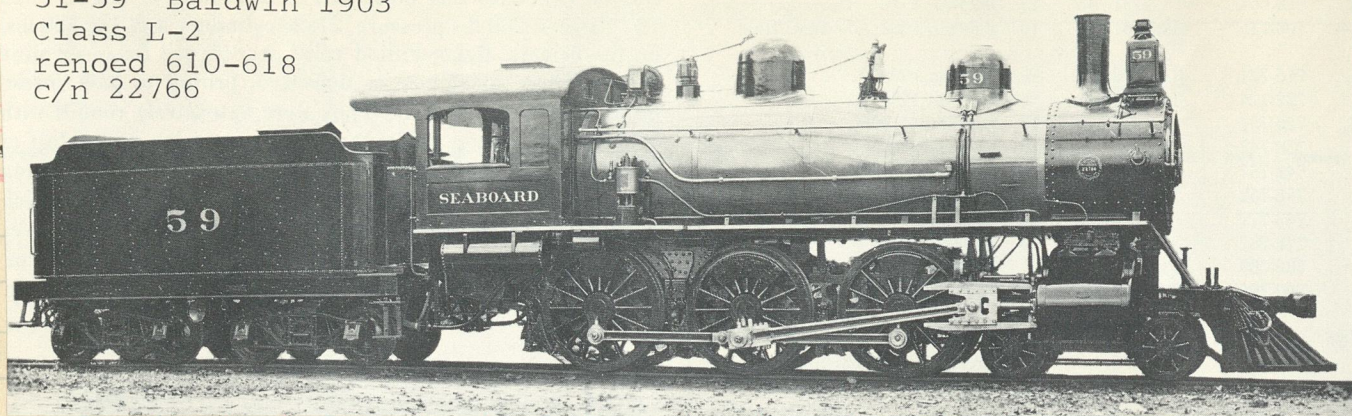
William J. Husa Jr.

This Florida-style structure is the new Seaboard freight station in Gainesville, Fla. Glass block windows and a tile roof are features of the modern building, opened early in 1949.

ERE
se
rect

51-59 Baldwin 1903
Class L-2
renoed 610-618
c/n 22766

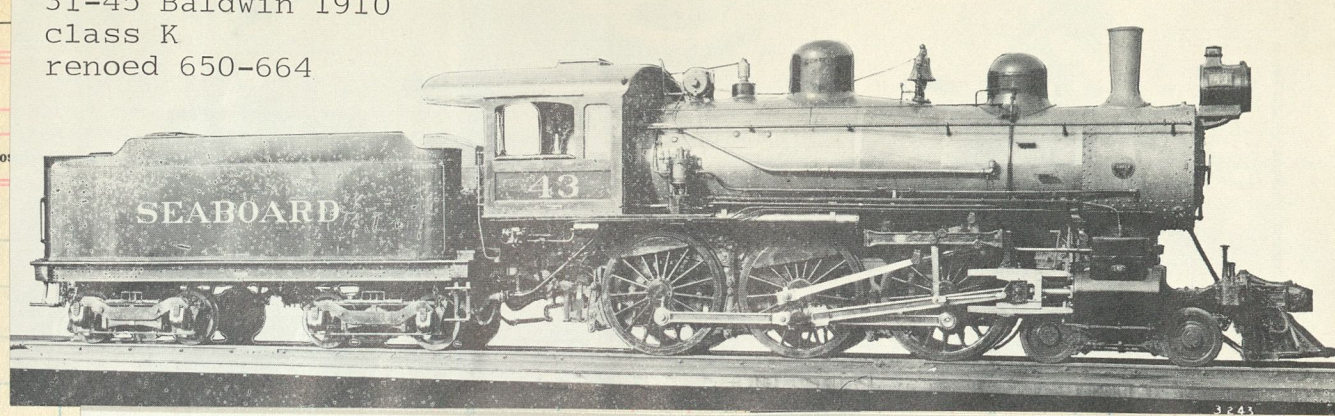
Clos. No. Sold



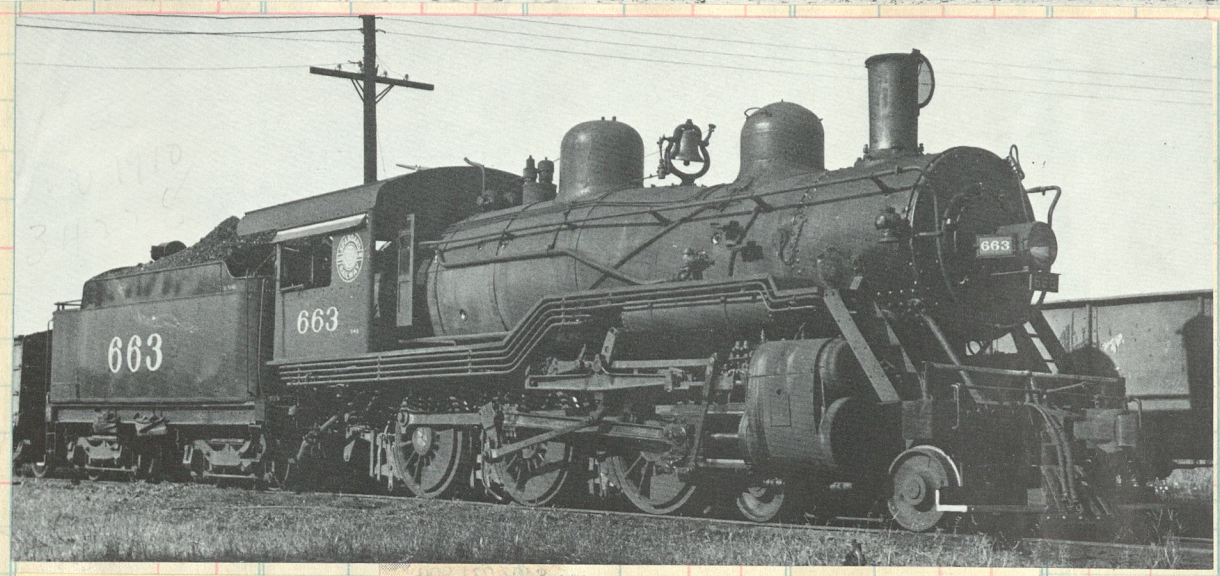
31-45 Baldwin 1910
class K
renoed 650-664

Clos.

Sold Amount

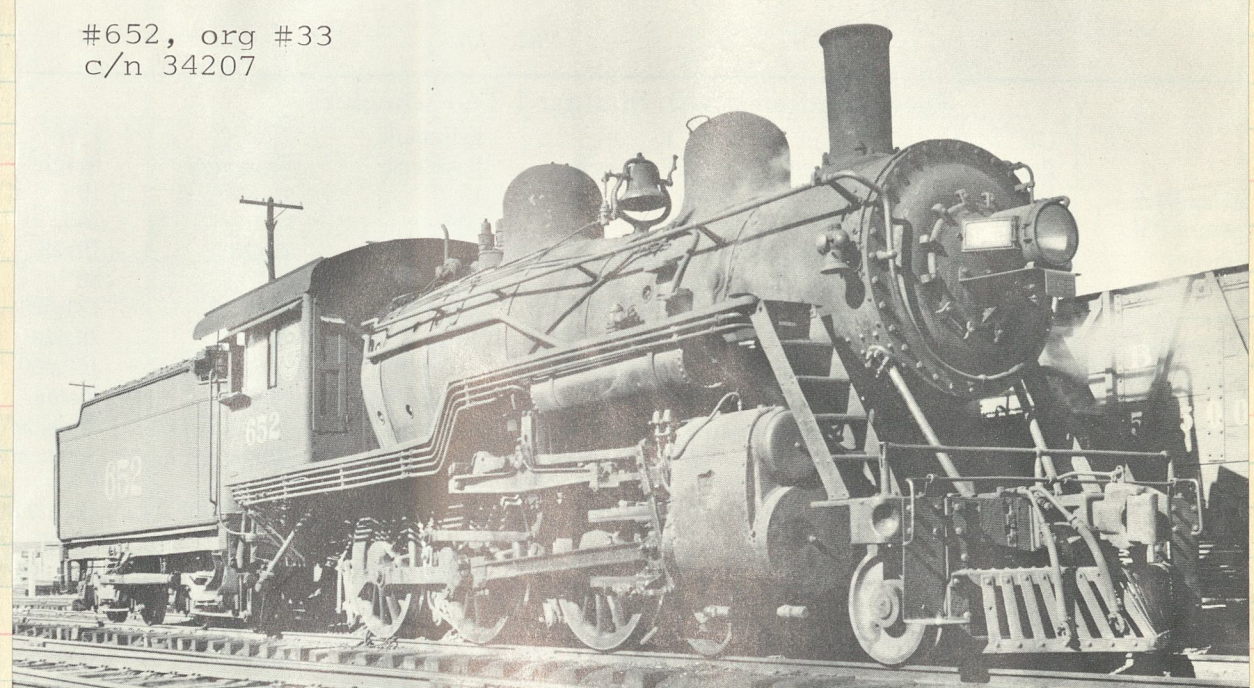


The last group of Ten wheelers for the Seaboard

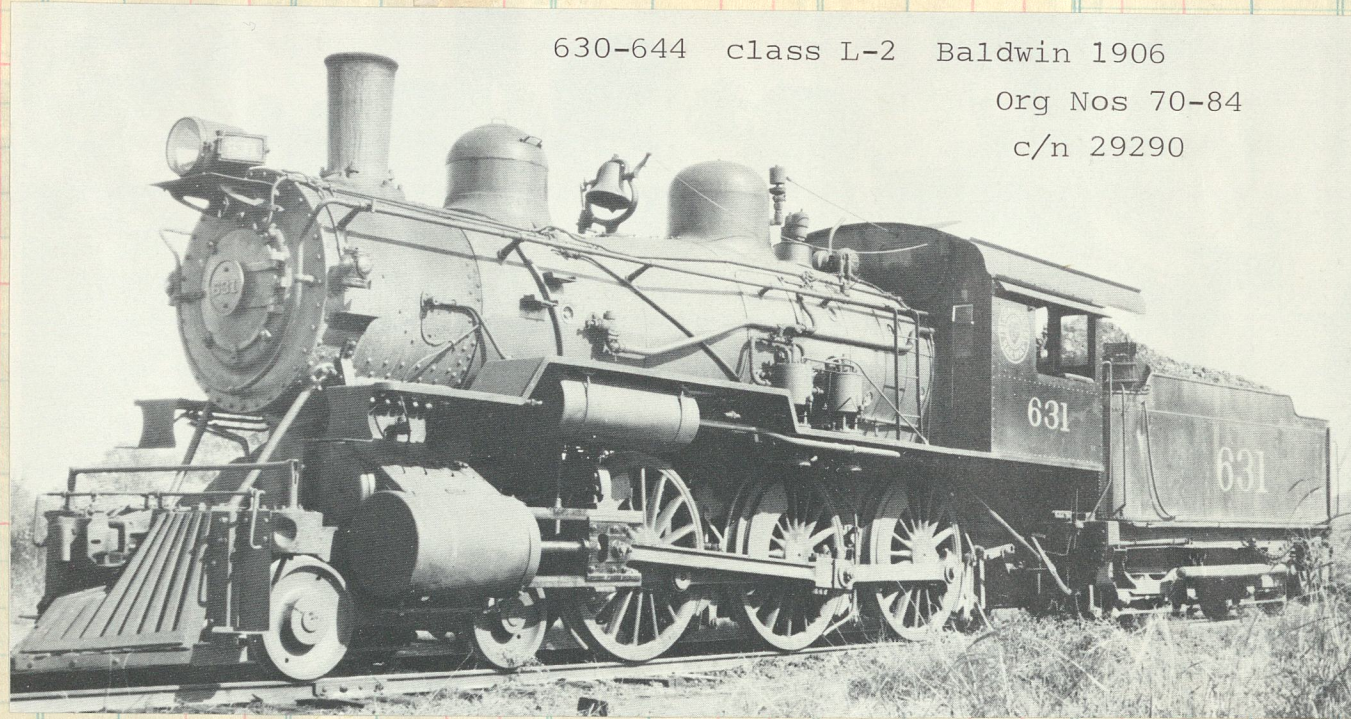


Org #44, c/n 34366, shown as rebuilt with smaller drivers and serving in freight work on the old C.H. & N.

#652, org #33
c/n 34207



630-644 class L-2 Baldwin 1906
Org Nos 70-84
c/n 29290



645-649 Baldwin 1907 Org nos 46-50
Homestead Fla 1935
c/n 31647



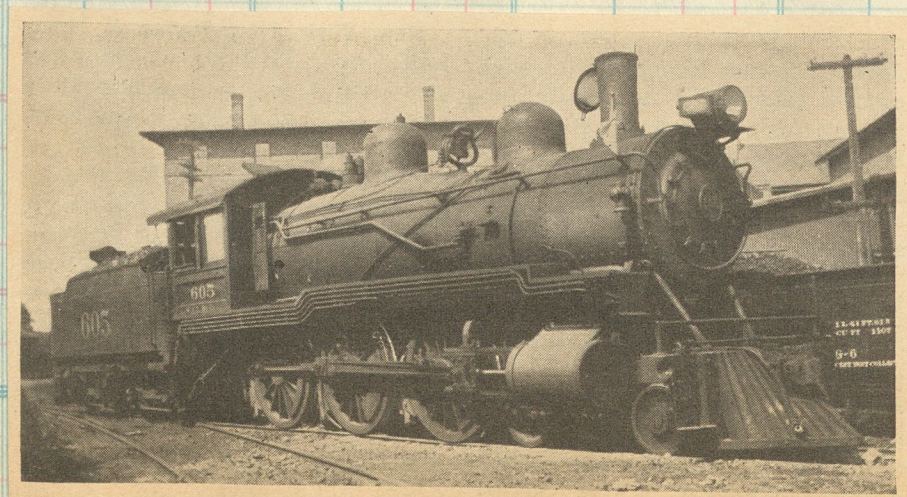
Org #32
c/n 34186



Org #40 c/n 34348



600-609
Org 631-640
Richmond 1902
c/n 25475



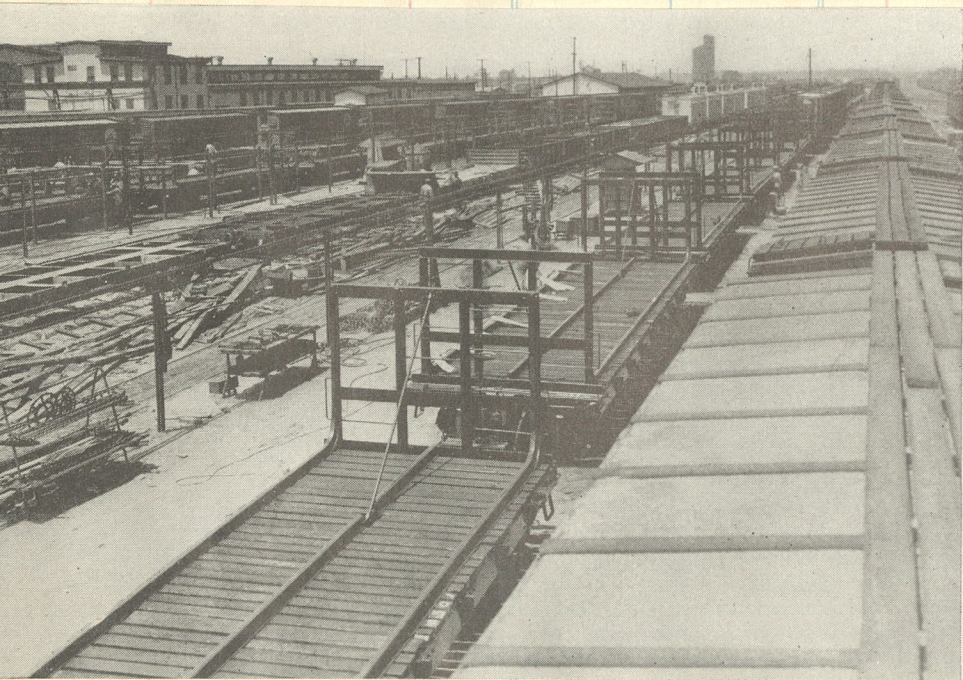
SEABOARD AIR LINE LOCOMOTIVE 605 AT FRANKLIN, VA.



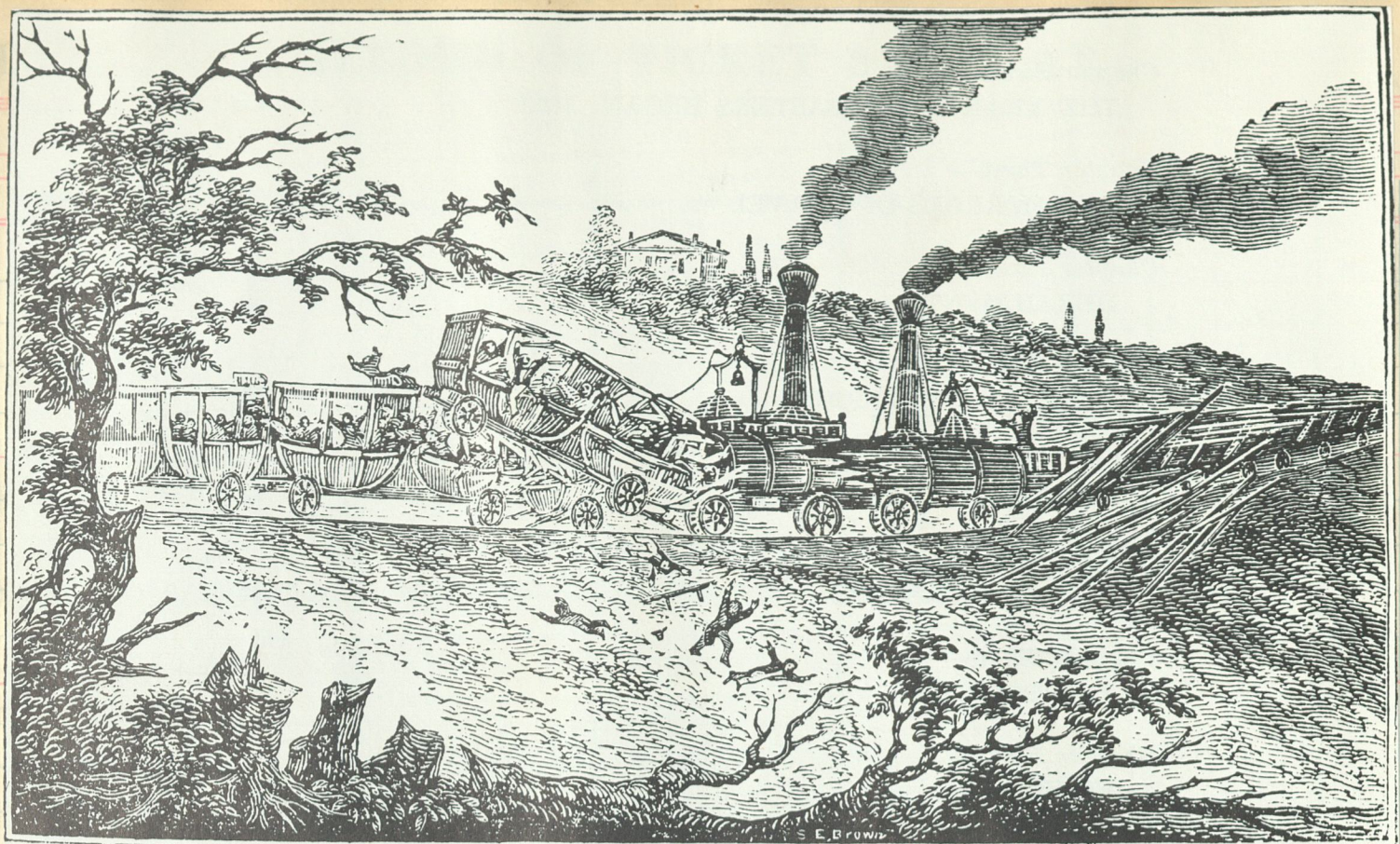
Its Nov 1947 and Ten wheeler #654 is marching thru Georgia with Trn #11 near Pitts



The Jacksonville Shops

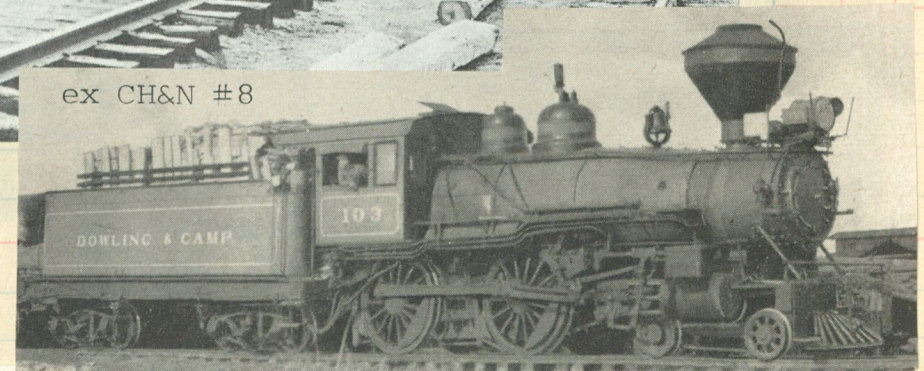


There Is Increased Activity At the Jacksonville (Fla.) Shops of the Seaboard Air Line Under a Top-Speed Rebuilding Program. These Shops are Being Enlarged Under a Plan Which Calls for Expenditure This Year of \$225,000



This antique engraving from Howland's **STEAMBOAT DISASTERS AND RAILROAD ACCIDENTS**, published in 1840, shows the first head-on collision that caused the death of railroad passengers. The accident happened on the Portsmouth & Roanoke Railroad (now the Seaboard) near Suffolk, Virginia, on August 11, 1837. An eastbound lumber train running fast (for those days) on a down grade, lurched around a sharp curve and ran furiously into the morning passenger train from Portsmouth. Aboard the thirteen stagecoach-like coaches were 200 Virginians returning to their homes from a steamboat cruise. The first three coaches were crushed to pieces in the concussion. Killed in the havoc were three young ladies of the prominent Ely family, and a dozen others were brutally maimed. Blame for the calamity was put on the willful mismanagement and gross negligence of the captain and engineer of the lumber train.

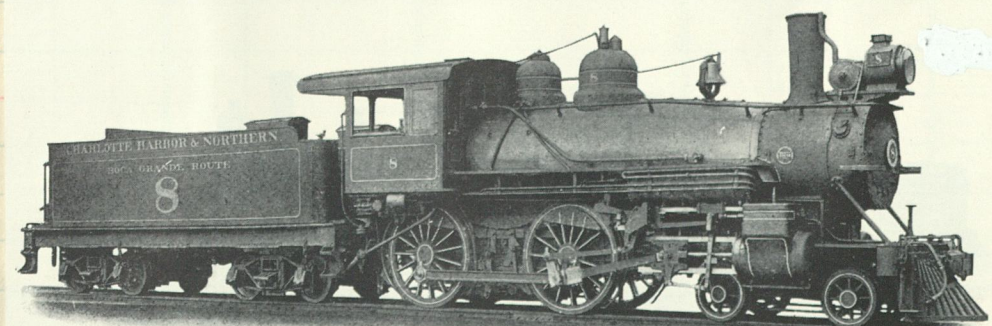
THESE TWO BIG STEAMERS rammed together during the night of March 28, 1916 at Lemon Springs, N. C.



CHARLOTTE HARBOR & NORTHERN
Part of S.A.L. 1926



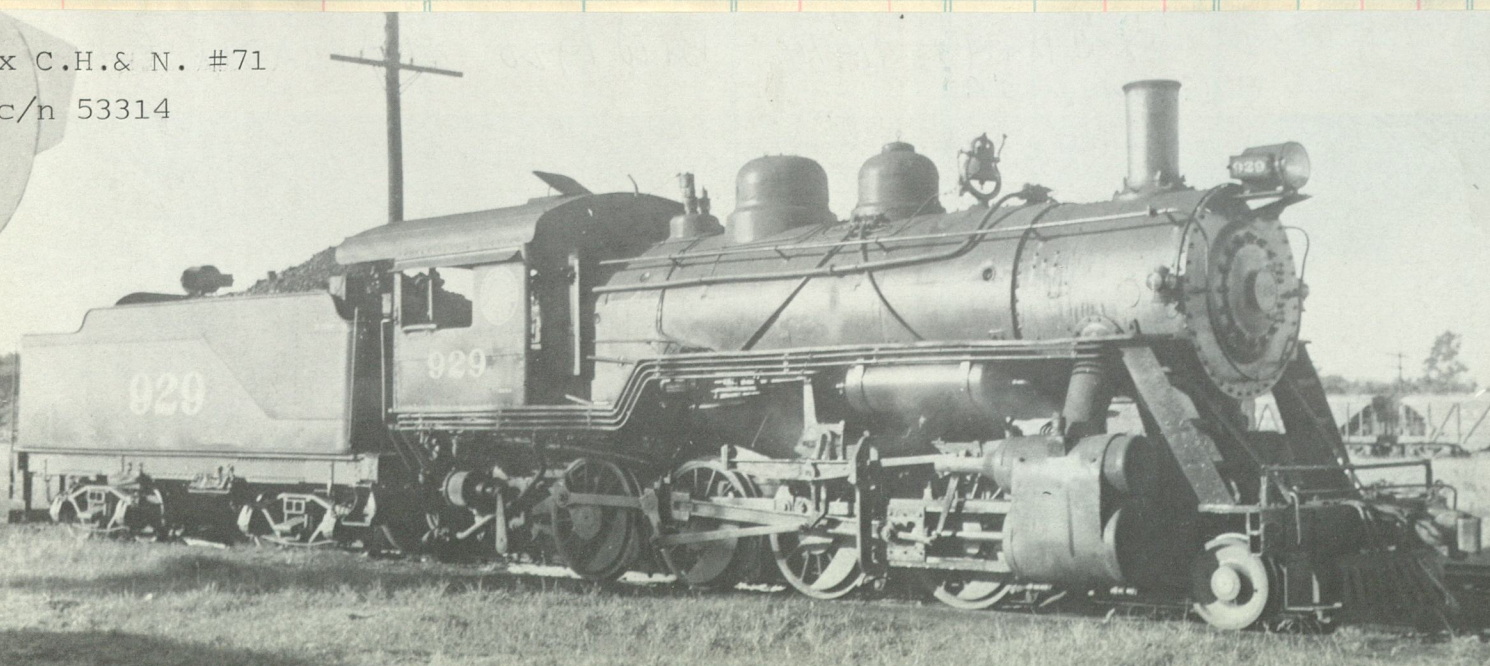
The last engines ordered by the CH&N was for four 2-8-0's from Baldwin in 1920 noed 71-74. Renoed SAL 929-932 in 1927.



To S.A.L.#103 Baldwin 1913 c/n 39059

Sold to Dowling Camp Lbr Co. Dec. 1933

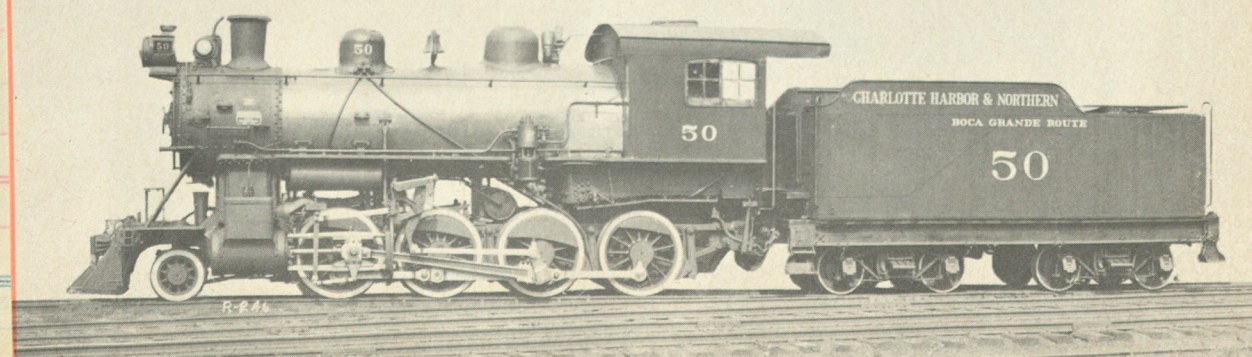
Ex C.H. & N. #71
c/n 53314

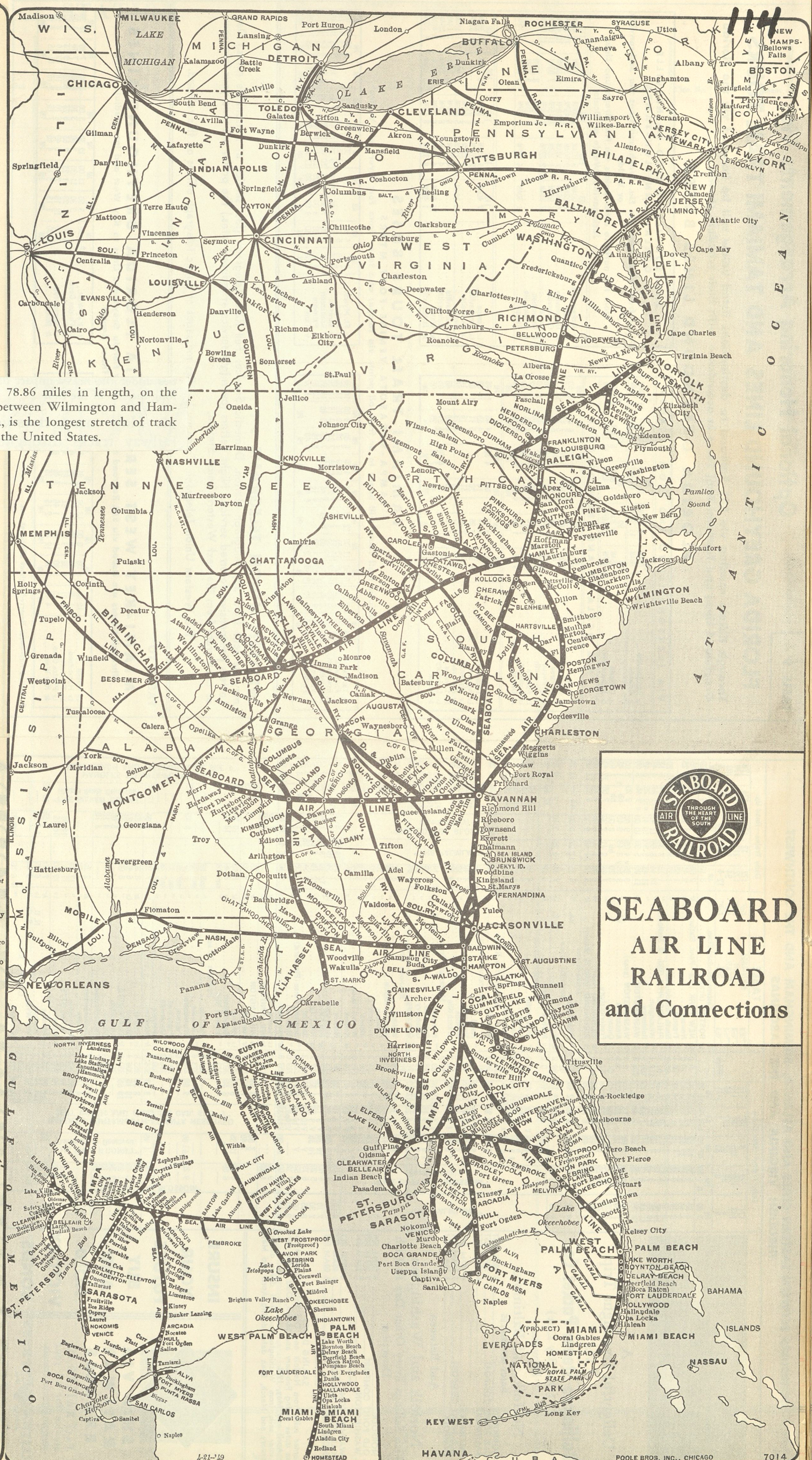
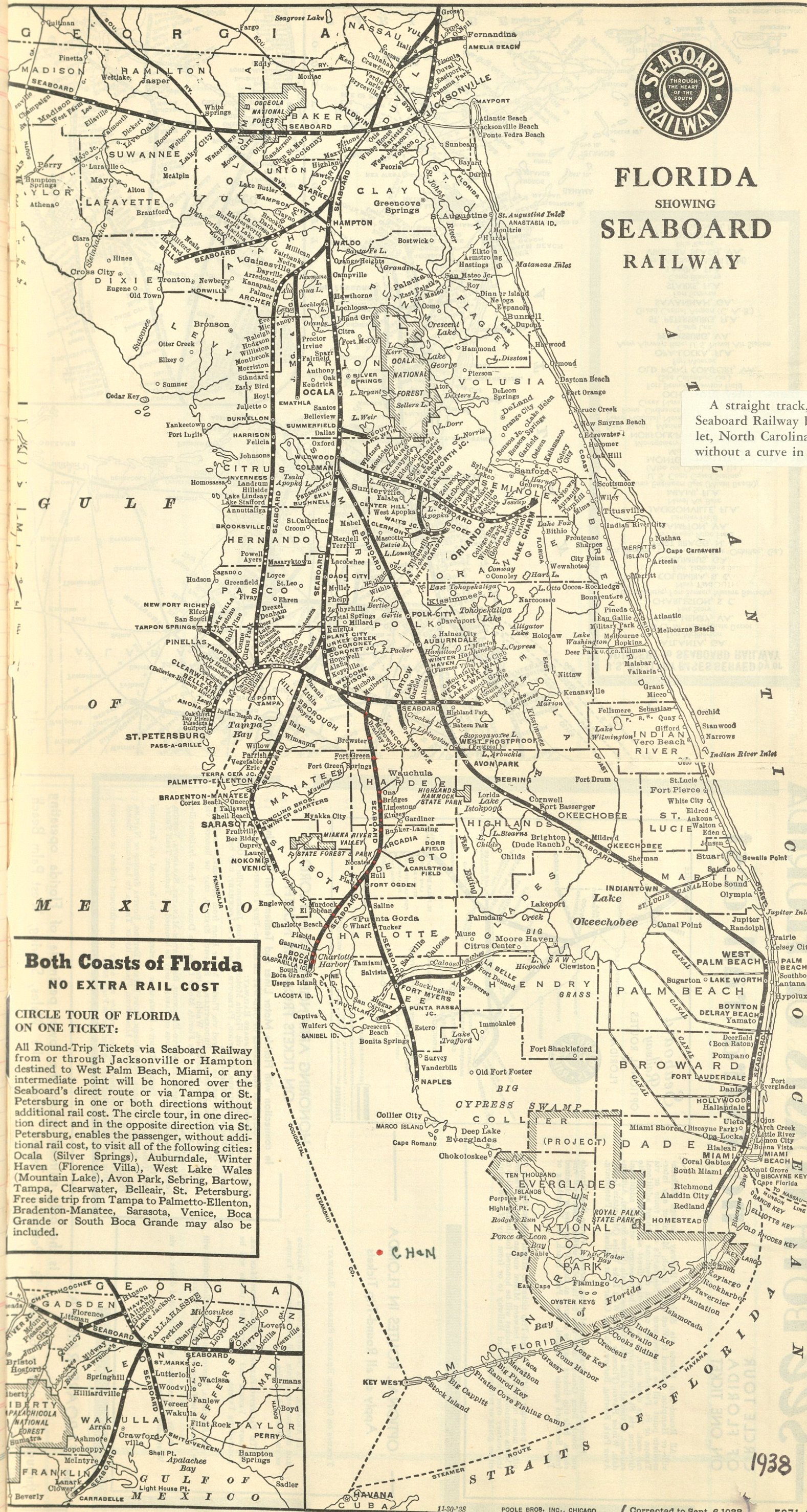


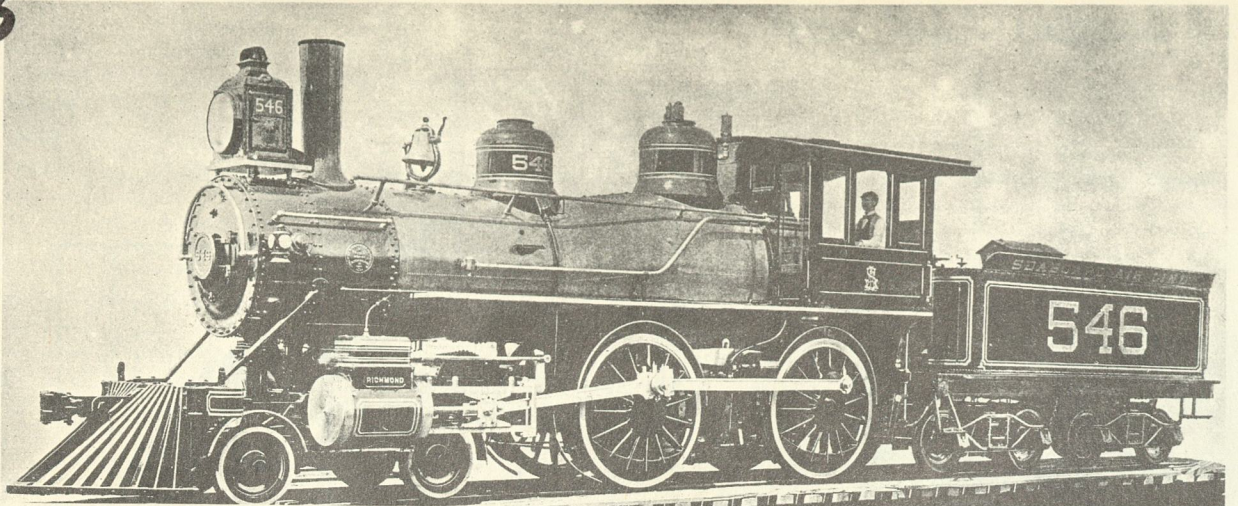
50-51

Richmond 1913

c/n 54201
To SAL #927

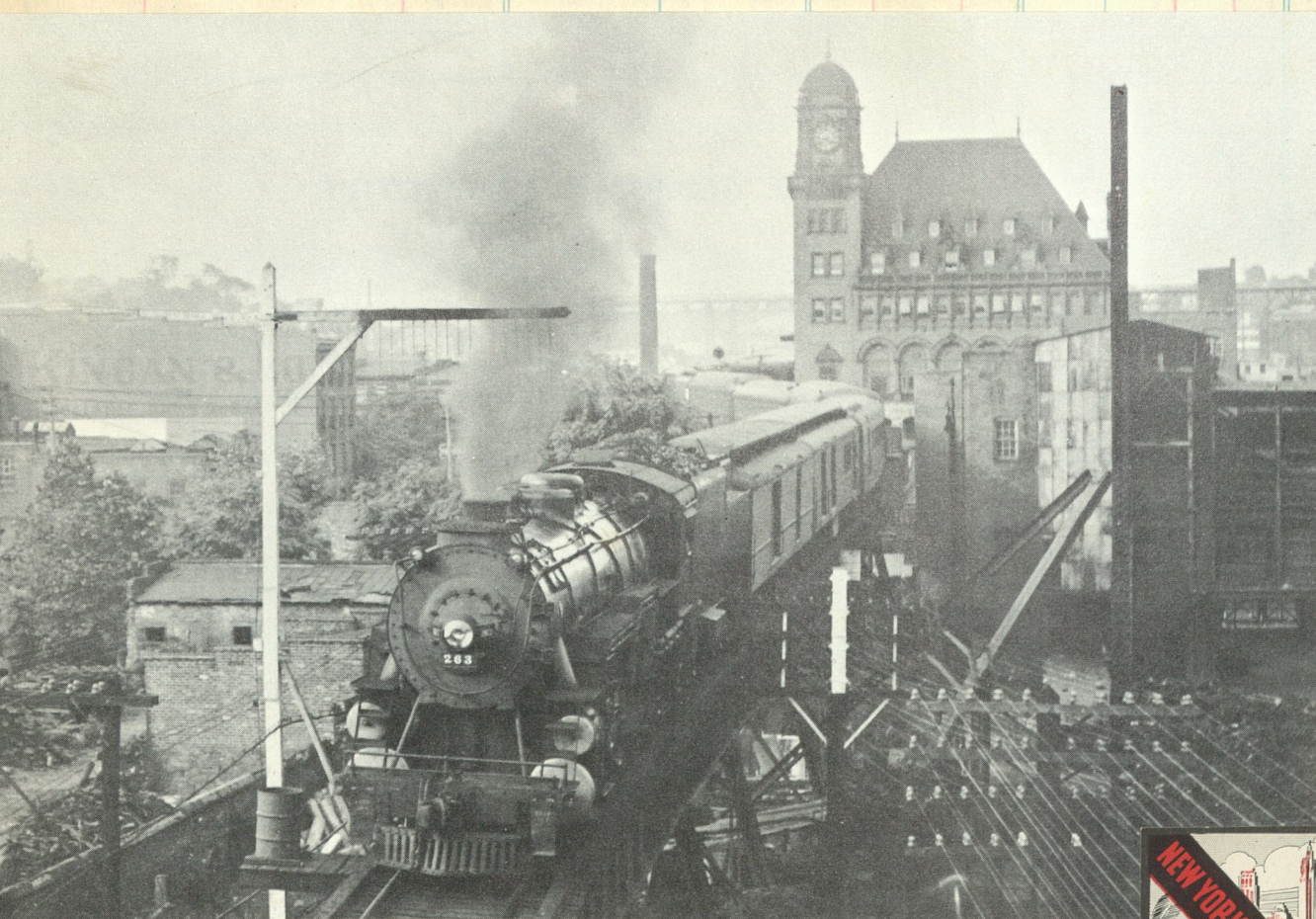
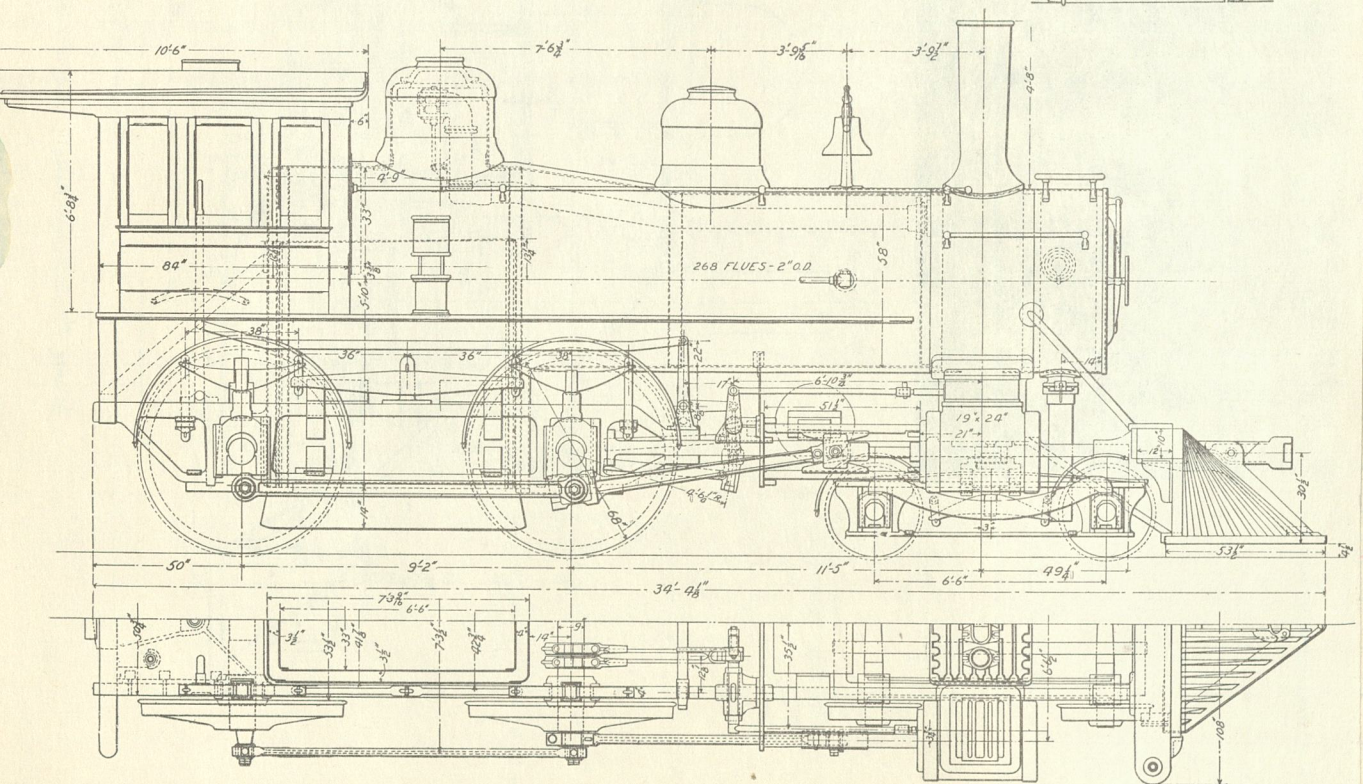
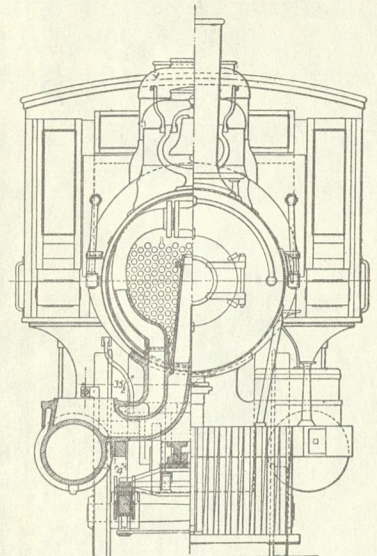






Seaboard Air Line passenger locomotive No. 546,
built by the Richmond Locomotive & Machine Works in 1895.

540-546
c/n 2465
renood #176



COLLECTION OF AUGUST A. THIEME, JR.

SOUTH FROM RICHMOND II — Seaboard Air Line 263 heading a Florida-bound
express south from the Union Station at Richmond (shown in background).



Box — Flat — Coke — Ore — Gondola — Hopper — Ballast



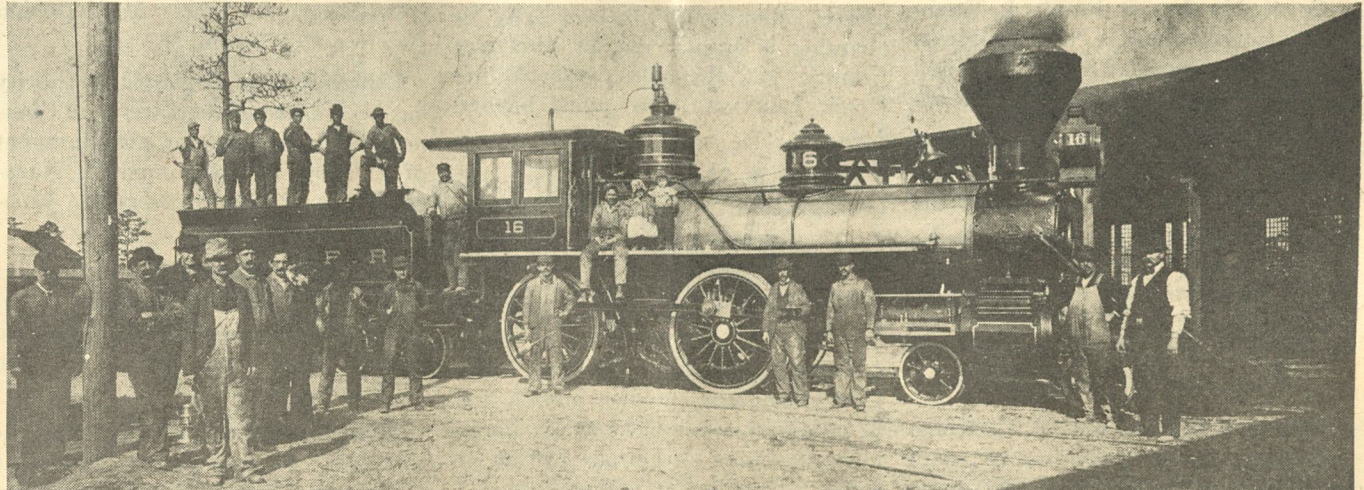
TENNESSEE BUILT Freight Cars

CAR PARTS
AXLES — FORGINGS — PRESSINGS
STEEL CASTINGS

41300-41599

Tennessee Coal, Iron & Railroad Company

General Offices: Brown-Marx Building, Birmingham, Alabama



REBUILT UNDER SUPERVISION OF BROTHER G. W. LAUGHLIN, 1st A.G.C.E.
Locomotive 16 of the Georgetown & Western Railroad, now part of the Seaboard Air Line, after being rebuilt in 1901 was operated by
Brother Laughlin in passenger and freight service between Georgetown and Lanes, S.C. In the picture Brother Laughlin stands at the back
driving wheel.

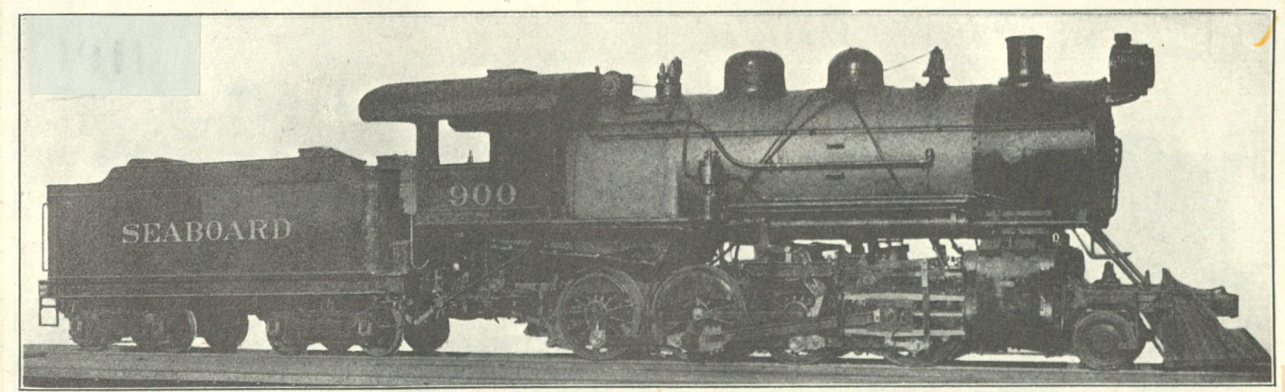


Fig. 33—Consolidation (2-8-0) Locomotive for Freight Service. Built for the Seaboard by the Baldwin
Locomotive Works. Cylinders, 23 in. x 30 in. Working Steam Pressure, 195 lbs. per sq. in.
Diameter of Drivers, 56 in. Tractive Effort, 47,000 lbs. Heating Surface—Tubes, 3,050 sq. ft.;
Firebox, 188 sq. ft.; Total, 3,238 sq. ft. Grate Area, 53.3 sq. ft. Rigid Wheel Base, 16 ft. Total
Engine Wheel Base, 24 ft. 6 1/2 in. Weight on Drivers, 188,000 lbs. Total Weight of Engine,
212,000 lbs. Fuel, Soft Coal.

Twenty built by
Baldwin 1911
900-919
c/n 36119

Built 1923
79000-79999

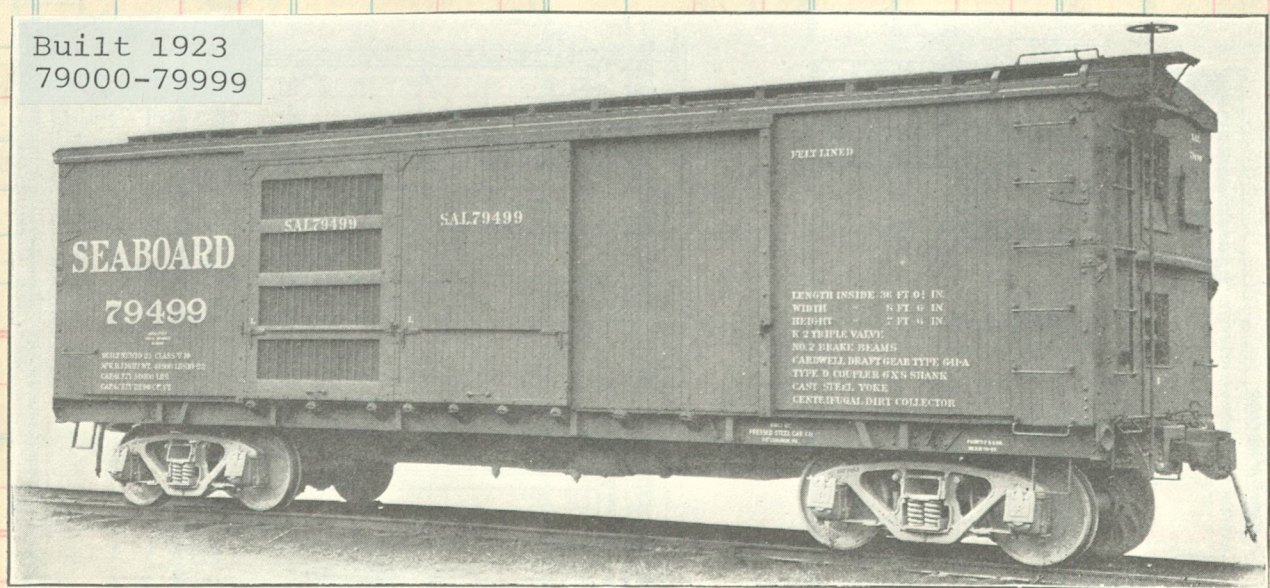


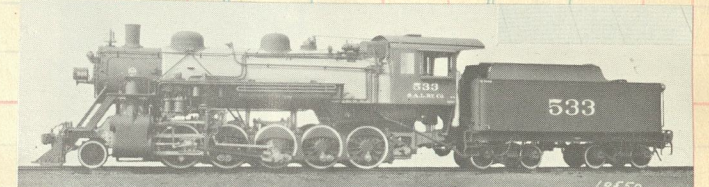
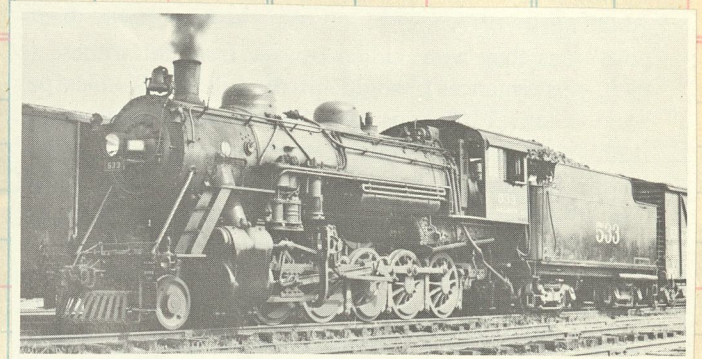
Fig. 34—Ventilated Box Car, 40-Ton Capacity. Built for the Seaboard Air Line by the Pressed Steel Car

Cash to next Seller
Next Seller's Signature
Total Accounted for

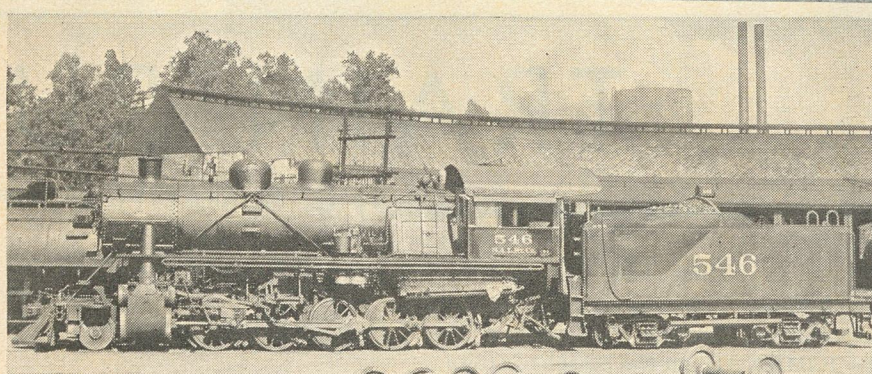
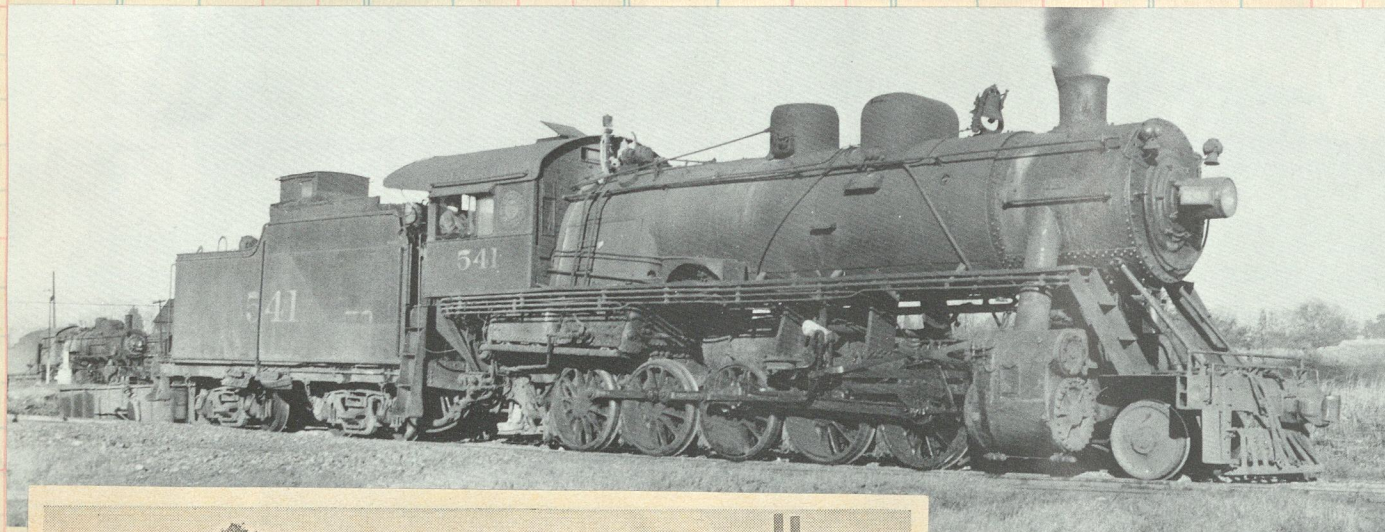
Clos. No. Sold Amount Clos. No. Sold Amount



Train #11 skipping along near Pitts, Ga. on the all day run that required twelve hours to cover the 338 miles from Savannah to Montgomery. A true accommodation that made 45 regular stops with 15 flag stops on the trip.

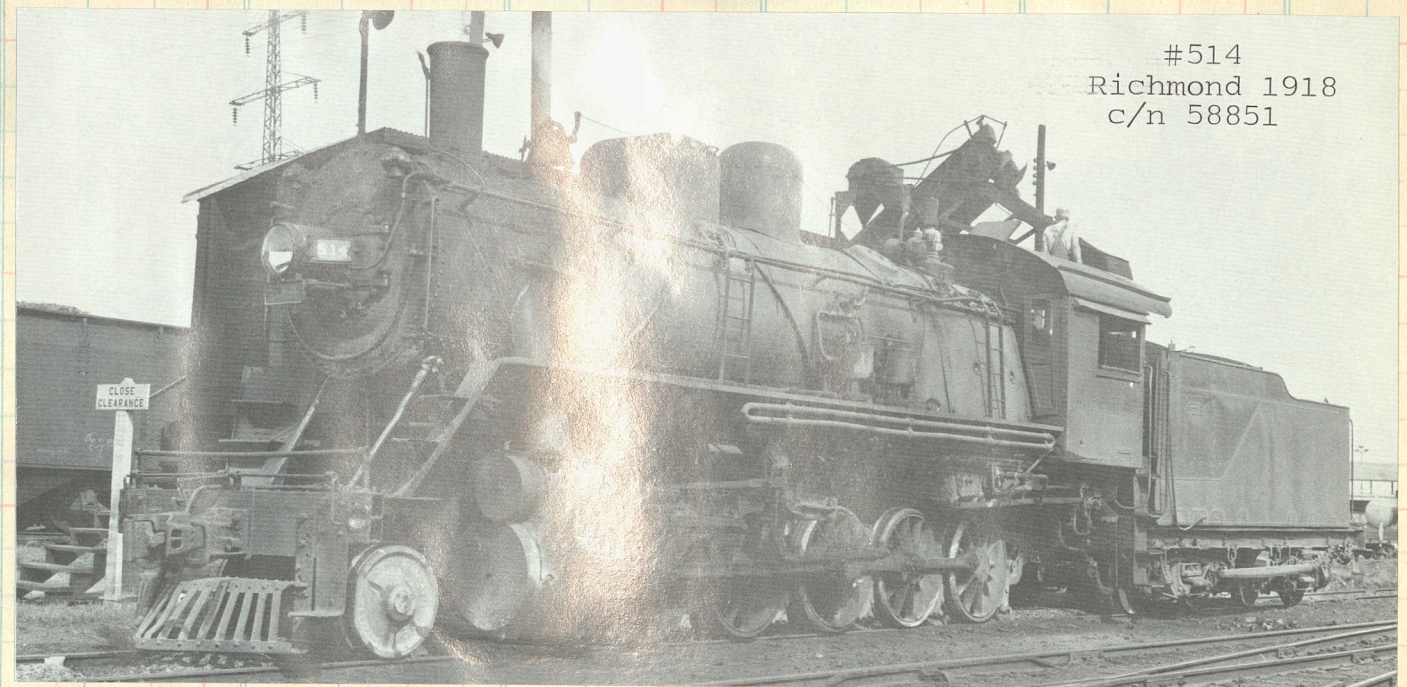


Eight 2-10-0's received from Baldwin 1930 noed 529-536. #533 c/n 61233. Sold to Gainesville Mid-land as #209.



Richard E. Prince Jr.

Two former D.T. & I. 'Ruskies' secured in 1935. Ten such engines were noed SAL 537-546. #541 ex USA #1078, DT&I #307 c/n 58892. #546 ex USA #1095, DT&I #312 c/n 58909. Both by Brooks in 1918.



#514
Richmond 1918
c/n 58851

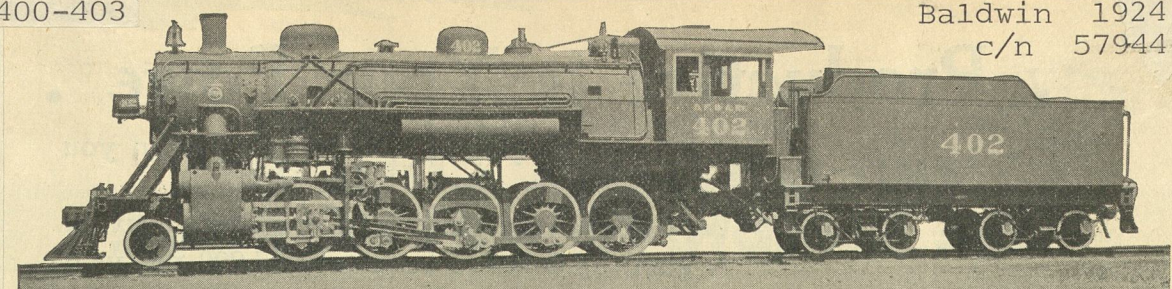
In 1919 the Seaboard rec'd twenty 'Ruskies' noed 2001-2010 and 2033-2042; renoed 500-519. #514 was ex USA #1037, SAL #2037.

#547, one of Four 'Ruskies' purchased from the Erie in 1935. Org USA #1196, Erie #2454 Built by Baldwin 1918 c/n 48466



400-403

Baldwin 1924
c/n 57944



DECAPOD TYPE LOCOMOTIVE, GEORGIA, FLORIDA & ALABAMA RAILWAY.

Cylinders, 24"x28" Water heating surface, 2,343 sq. ft. to S.A.L.
Driving wheels, diameter, 56" Superheating surface, 553 sq. ft. 525
Steam pressure, 190 lb. Weight on drivers, 190,000 lb.
Grate area, 54.3 sq. ft. Tractive force, 46,510 lb.

OKM



Double headed 2-10-0's wheel Time Freight #82 [Alaga] east of Pitts. Handling the air is #524 (ex GF&A #401 Baldwin 1924 c/n 57664) later G.M. #207. Road engine is the 518 (former USA #1041, Richmond 1918 c/n 58855, to SAL 2041, MD&S 518, last as G.M. #205). Due to track and bridge restrictions these were the heaviest engines that could operate over the Savannah-Montgomery division

ks. (Eureka 2353)
ed in U. S. A.

CUT HERE
To Make
Short Sheet

116

SELLER	DATE	FORM	DESTINATION	Amt.	Com. No.	Clos. No.
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Inaugurated
Nov. 21, 1925

SOUTHBOUND
ORANGE BLOSSOM SPECIAL—No. 7-307.
Completely Air-Conditioned.
Club-Library Car (Baggage). New York-Washington to West Savannah-Tampa-St. Petersburg.
S. A. L. Dining Car. New York-Washington to West Savannah-West Palm Beach-Miami.
Wildwood to Tampa-St. Petersburg.
Sleeping Cars. New York-Washington to West Savannah-Tampa-St. Petersburg—6-Compartment, 3-Drawing-room.
New York-Washington to West Savannah-Tampa-St. Petersburg—10-Section, 2-Drawing-room.
New York-Washington to West Savannah-West Palm Beach-Miami—6-Compartment, 3-Drawing-room.
New York-Washington to West Savannah-West Palm Beach-Miami—12-Section, 1-Drawing-room.
New York-Wash. to W. Savannah-W. Palm Beach-Miami—10-Section, 2-Comp., 1-D. R. (Sun., Mon., Wed., Fri.).
New York-Washington to West Savannah-Tampa-Sarasota-Venice—10-Section, 2-Compartment, 1-Drawing-room (Tuesday, Thursday and Saturday).
Washington to West Savannah-Tampa-St. Petersburg—12-Section, 1-Drawing-room.
Washington to West Savannah-West Palm Beach-Miami—12-Section, 1-Drawing-room.
Lounge-Library Car. New York-Washington to West Savannah-West Palm Beach-Miami—10-Sections.



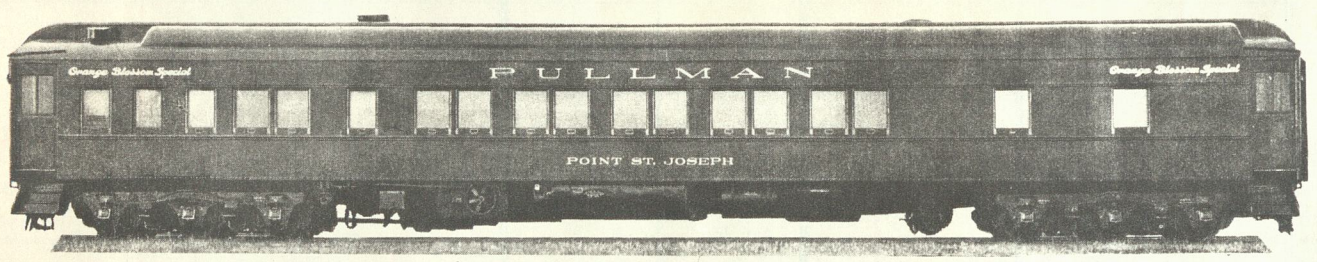
ORANGE BLOSSOM
SPECIAL

ORANGE BLOSSOM SPECIAL
New York-Florida

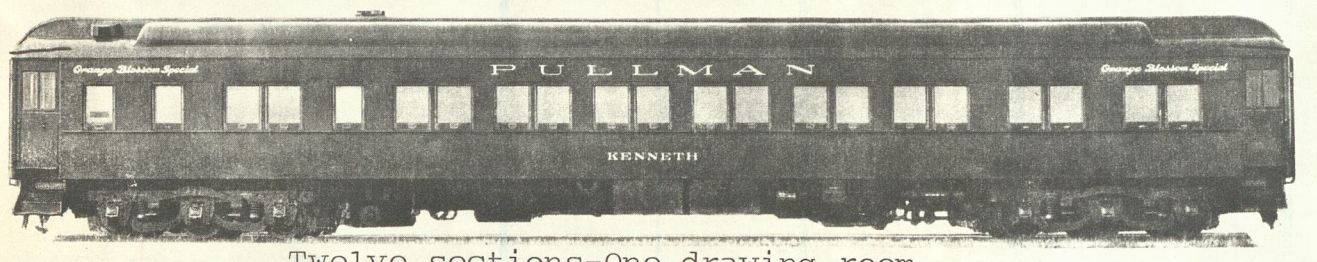
SEABOARD AIR LINE RAILWAY
ALL FLORIDA ROUTE

No.	Sold	Amount
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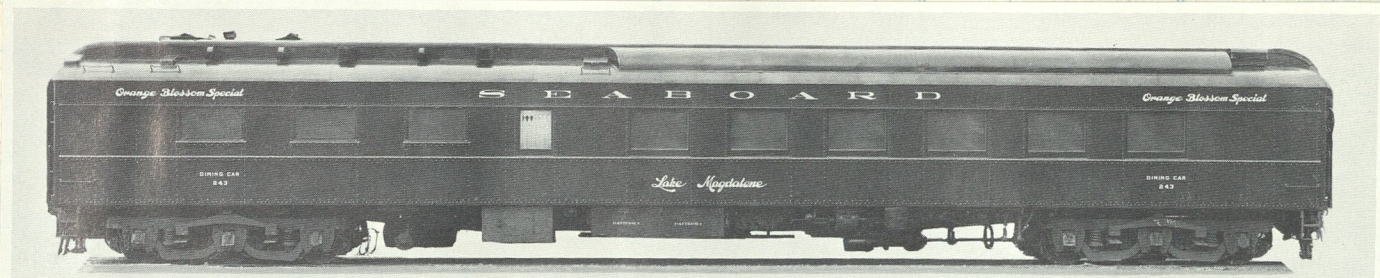
Enroute to the east coast of Florida is twelve cars of First Class passengers on Trn #7, with Eng #224, approaching the A.C.L. diamond at Auburndale, Fla.



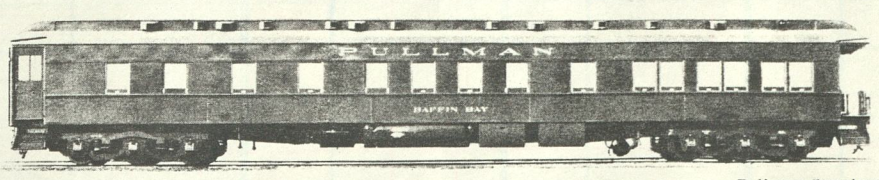
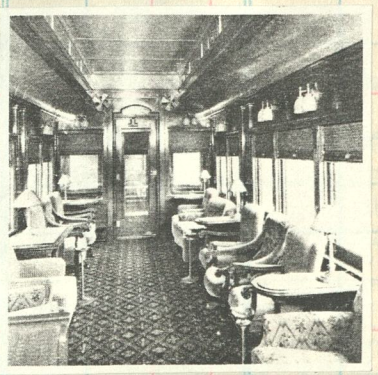
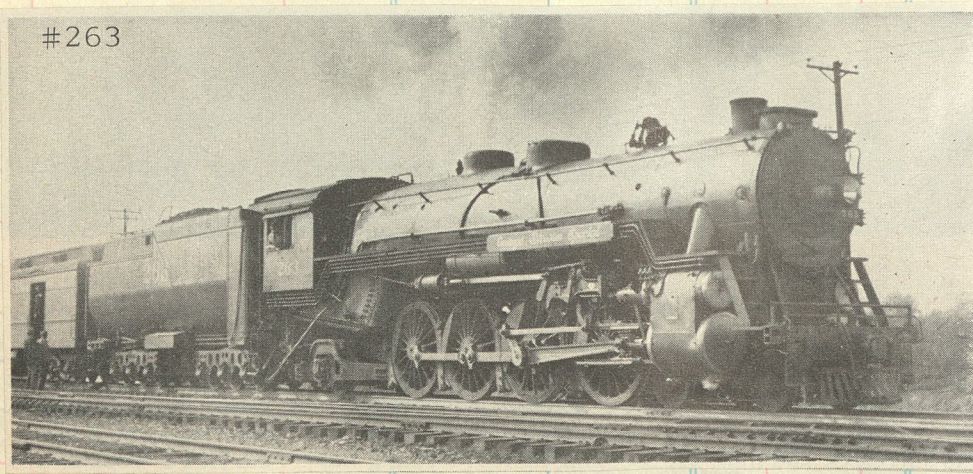
Ten sections—Two Drawing Rooms



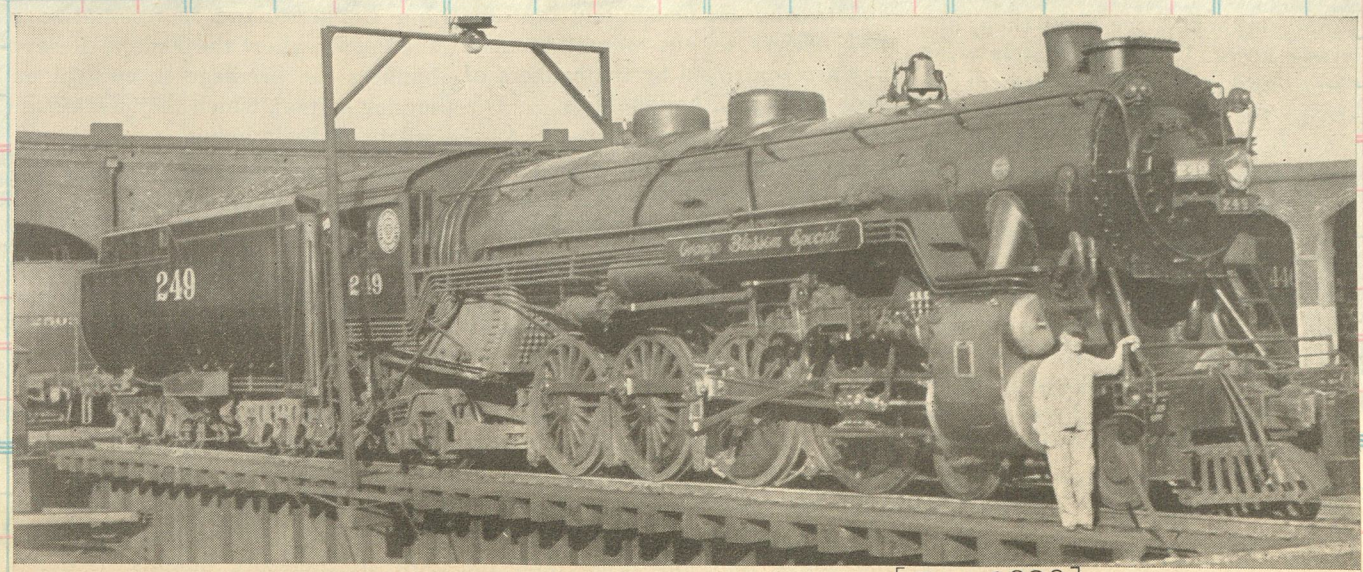
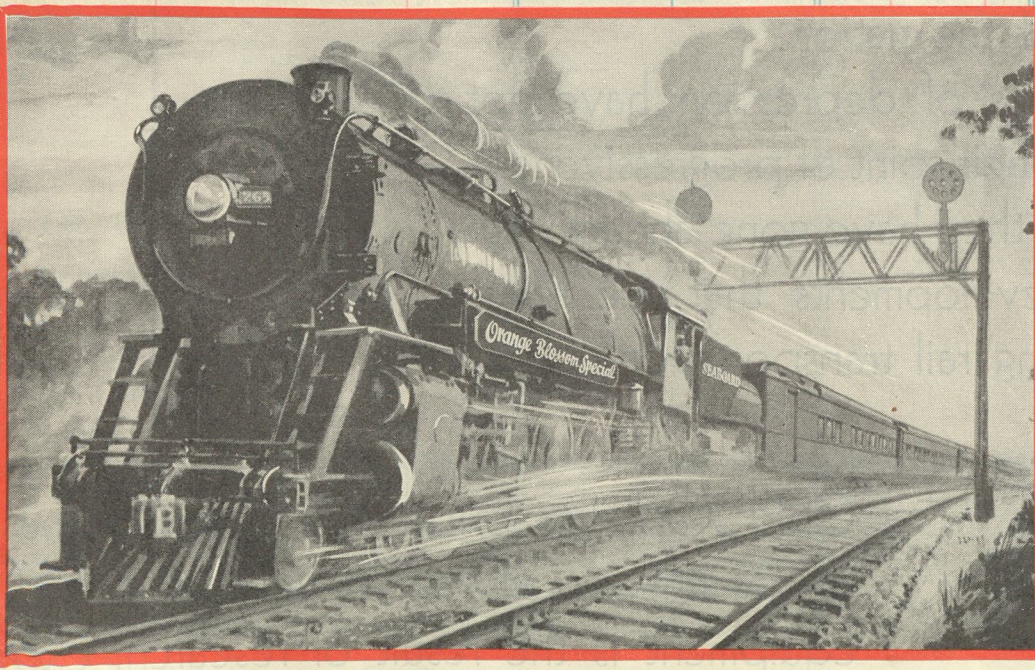
Twelve sections—One drawing room



Dining Car #243, the "Lake Magdalene", blt by Pullman 1925



Pullman-Standard.
BAFFIN BAY, built in 1926, had 3 compartments, 2 drawing rooms, lounge, and ladies' bath.

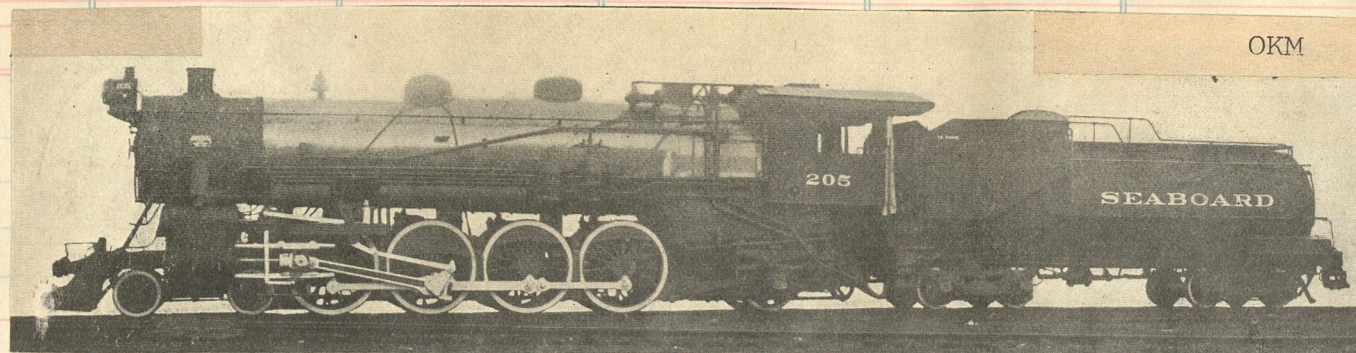


Engine 249 of the Seaboard Air Line holds the world's record for mileage run in one month, having covered 20,049 miles. Brother E. M. Taylor of Div. 339 in shown standing beside the engine.

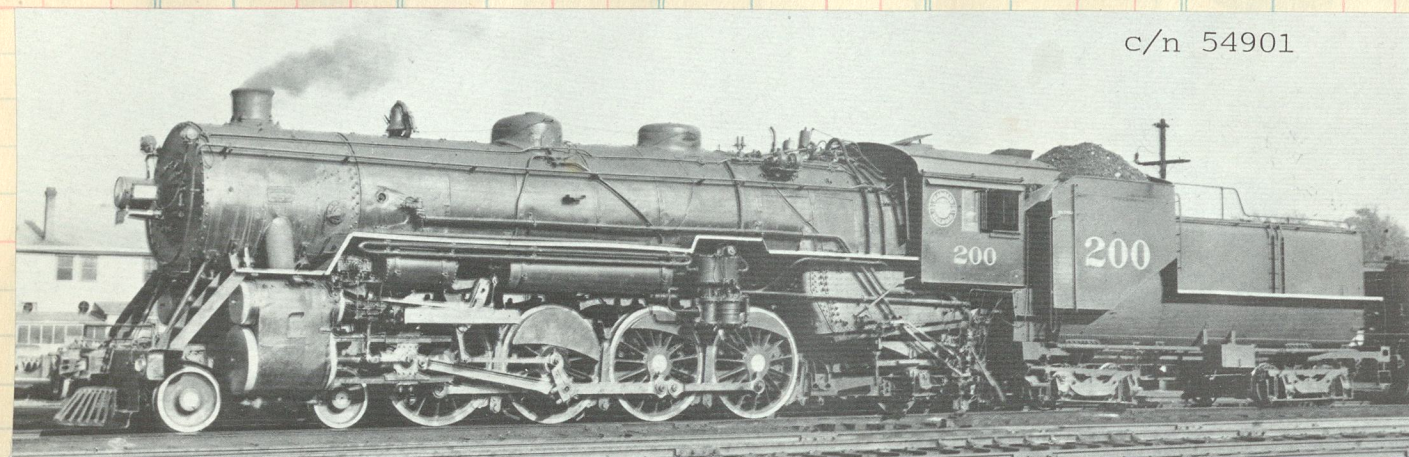
THE MOUNTAIN TYPE

Clos. No. Sold

OKM



The Acme of the 4-8-2's, Majestic and Dignified! Aesthetically perfect what with the high headlight, uncluttered boiler and Vanderbilt tender. The 205 (c/n 54906) was one of the ten built by Richmond in 1914 noed 200-209.



c/n 54901



The 200 zips along with five cars of Trn #15 near Atlanta

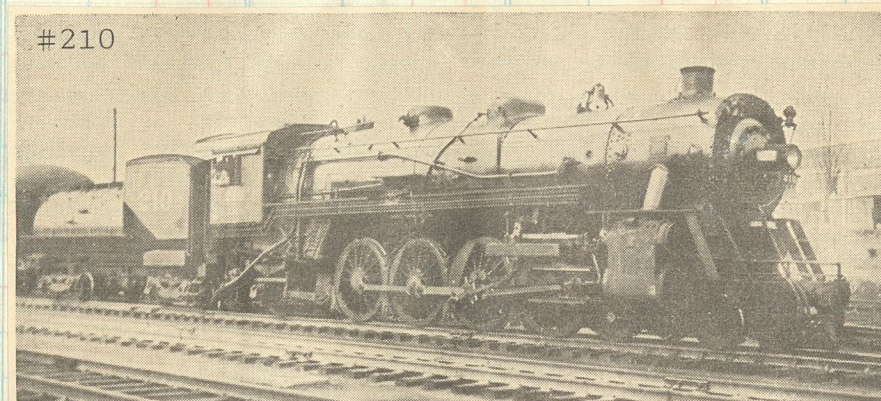
Trn #6 outside Birmingham



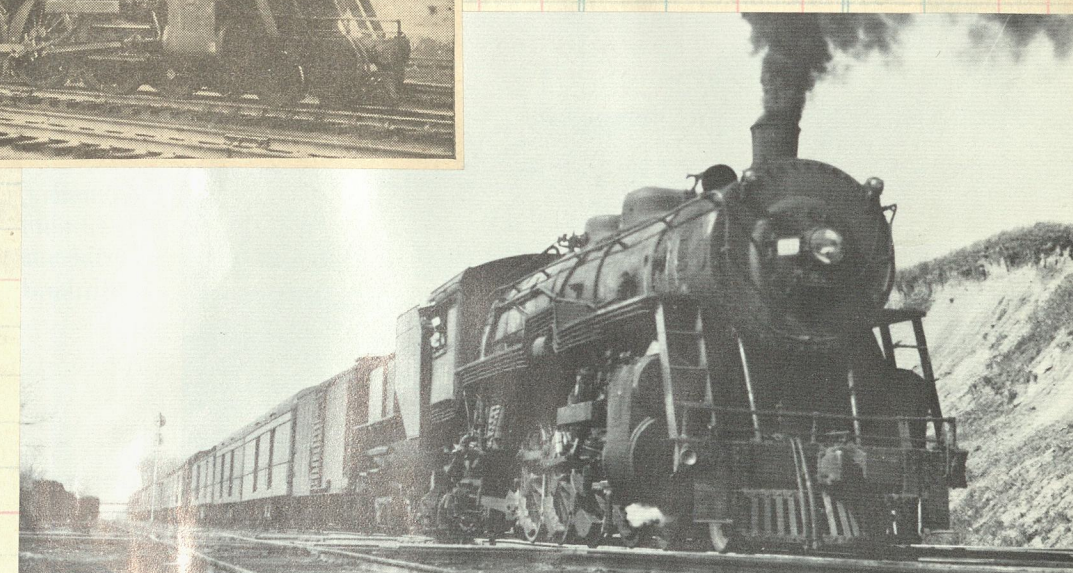
Fig. 133—Mountain (4-8-2) Locomotive for Passenger Service. Built for Seaboard Air Line by the American Locomotive Company.

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	3,396 sq. ft.
Cylinders.....	27 in. x 28 in.	Heating Surface, Firebox.....	319 sq. ft.
Steam Pressure.....	190 lbs.	Heating Surface, Total.....	3,715 sq. ft.
Diam. of Drivers.....	69 in.	Heating Surface, Superheater.....	880 sq. ft.
Tractive Effort.....	47,800 lbs.	Grate Area.....	66.7 sq. ft.
Rigid Wheel Base.....	18 ft.	Weight on Drivers.....	208,000 lbs.
Driving Wheel Base.....	18 ft.	Weight, Total.....	313,000 lbs.
Total Wheel Base.....	38 ft. 11 in.	Fuel.....	Soft coal

The second group consisted of five engines noed 210-214 delivered by Schenectady in 1917. c/n 56630



#210



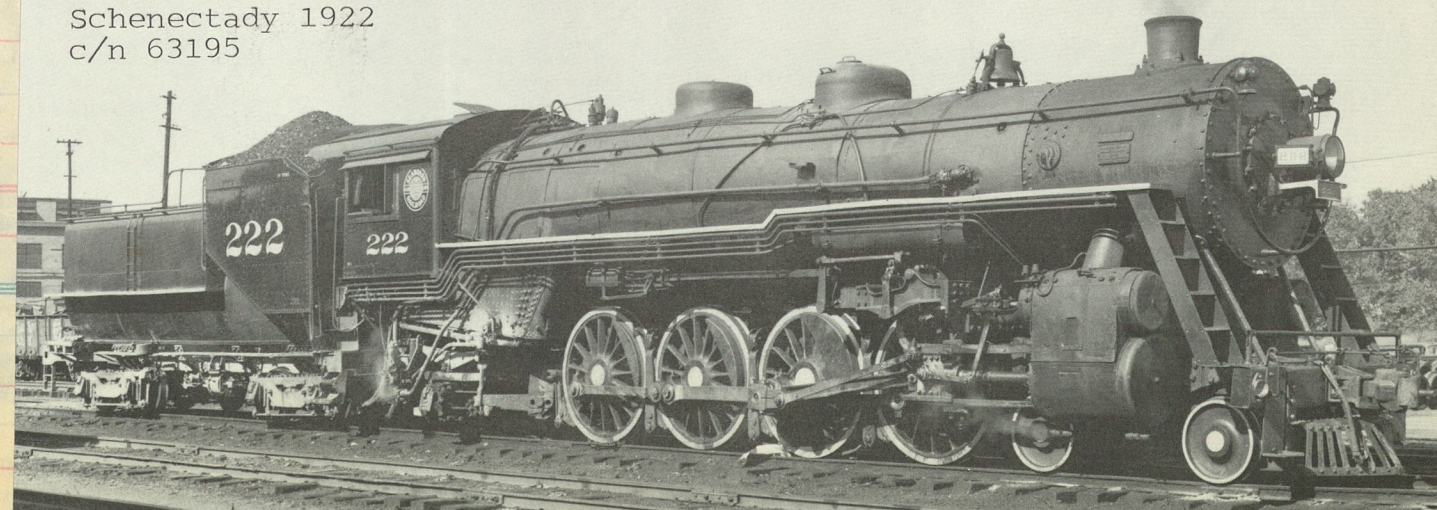
#213 on Trn #4 at Raleigh, N.C.



Hamlet, N.C. with Train 14, August 7, 1950.

D. Wallace Johnson

215-224
Schenectady 1922
c/n 63195

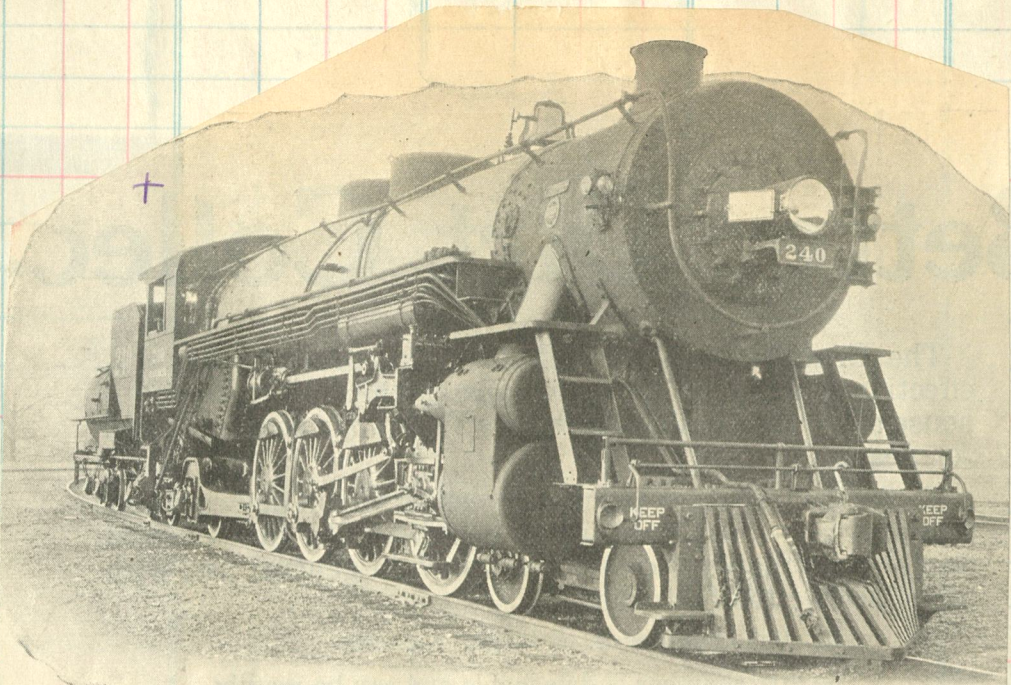
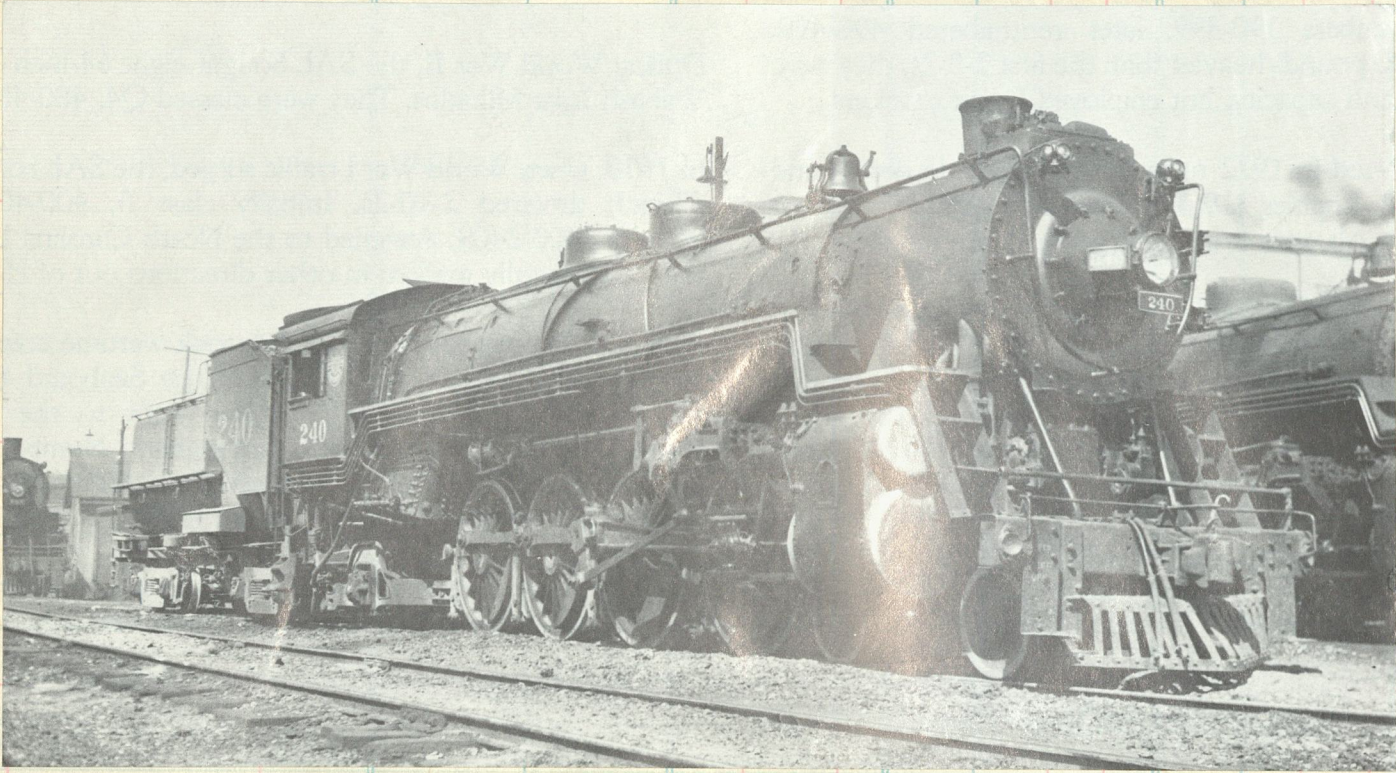
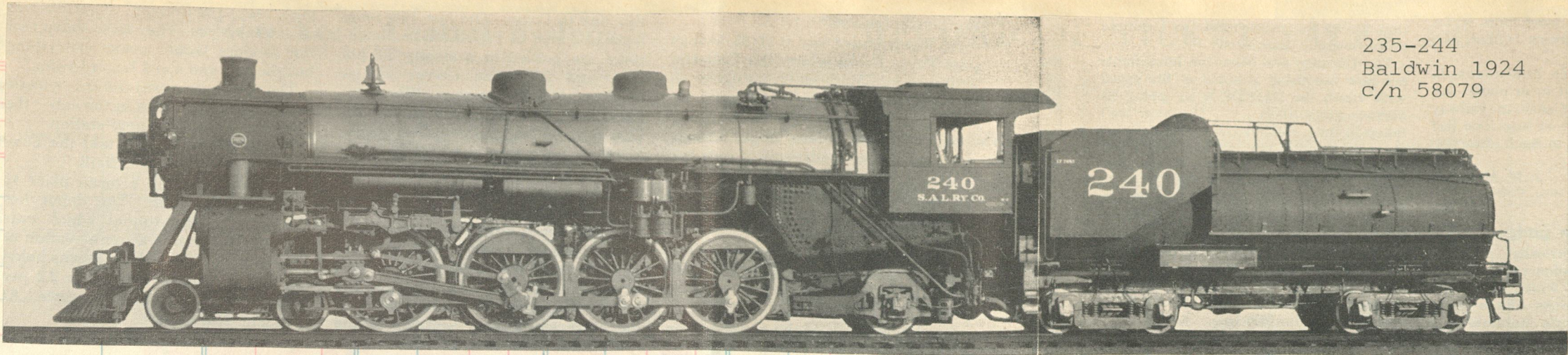


SELLER
DATE
FORM DESTINATION Amt.

no
no
225-234

235-244
Baldwin 1924
c/n 58079

Amount Clos. No. Sold Amount

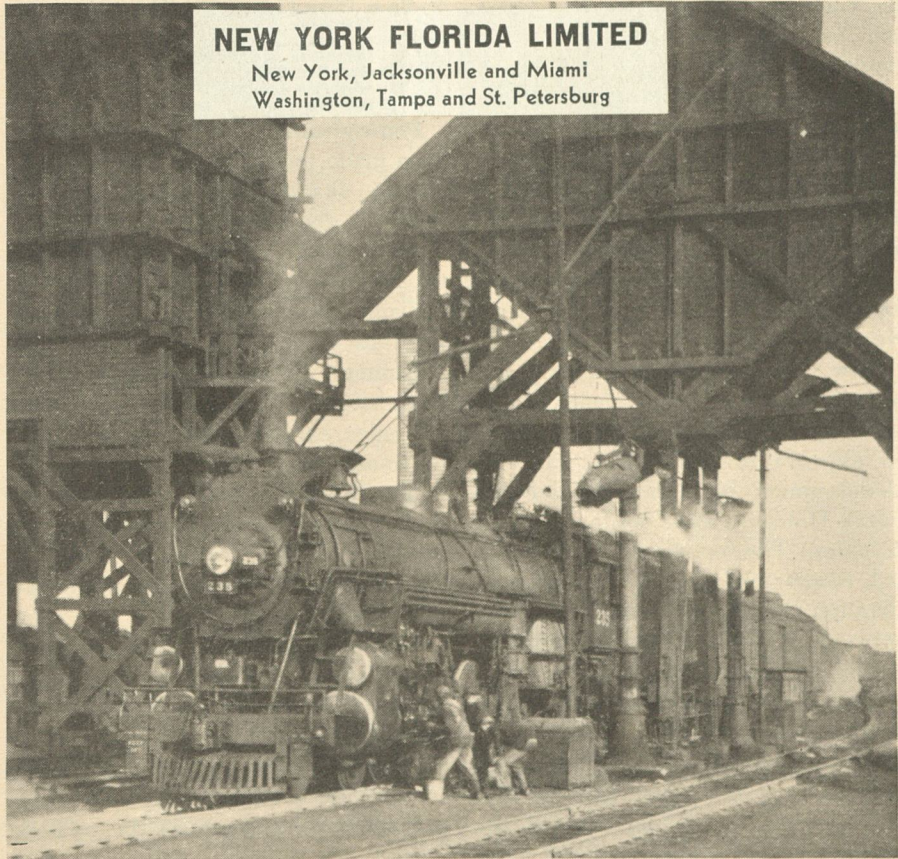


OKM

BALDWIN MOUNTAIN TYPE PASSENGER LOCOMOTIVE
Cylinders, 27"x28"
Driving wheels, diameter, 72"
Steam pressure, 200 lb.
Grate area, 66.7 sq. ft.
Water heating surface, 4039 sq. ft.
Superheating surface, 1118 sq. ft.
Weight on drivers, 213,450 lb.
Weight, total engine, 320,900 lb.
Tractive force, 48,200 lb.



Trn #5 departing Athens



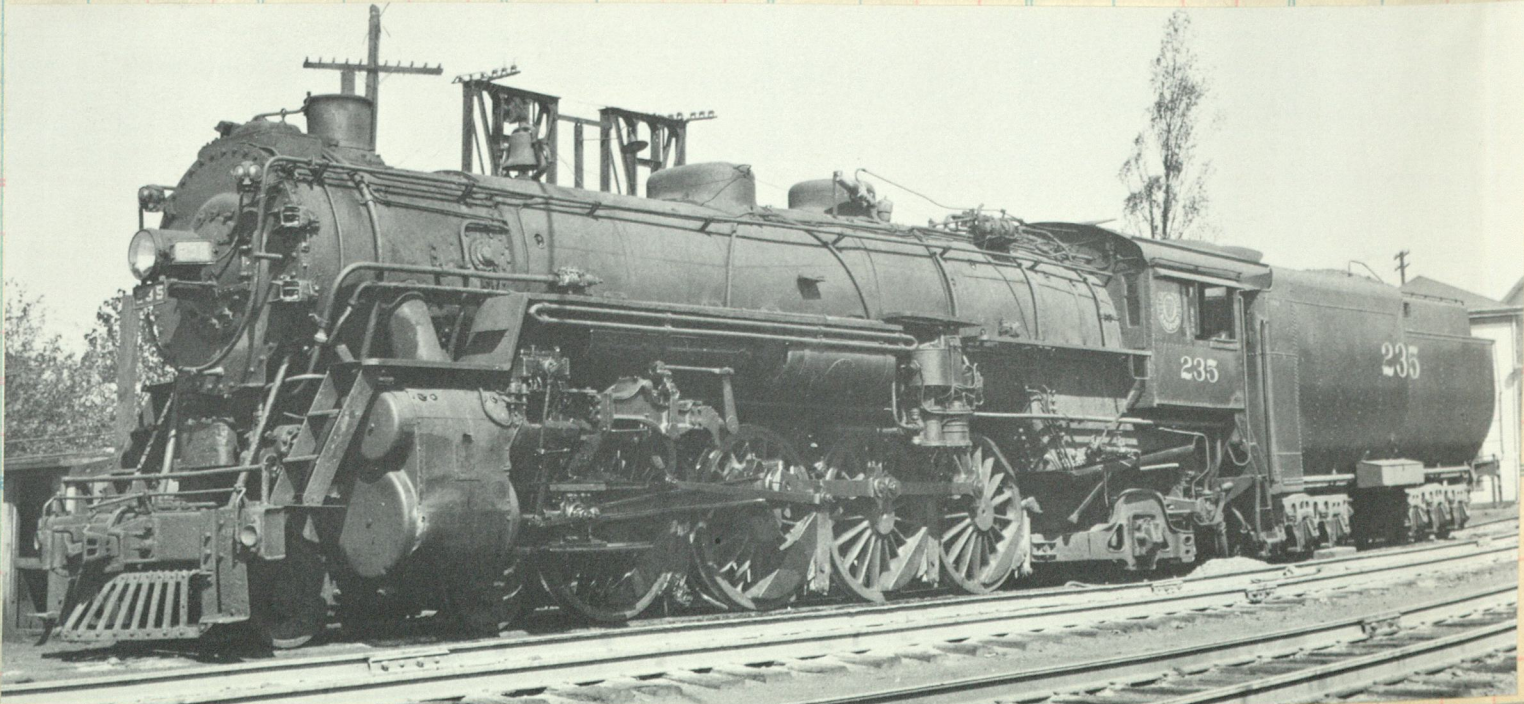
NEW YORK FLORIDA LIMITED
New York, Jacksonville and Miami
Washington, Tampa and St. Petersburg

SERVICE ON THE SEABOARD AIR LINE
Engine 235, pulling the New York-Florida Limited, was being serviced at the Johnson Street Roundhouse, Raleigh, N. C.

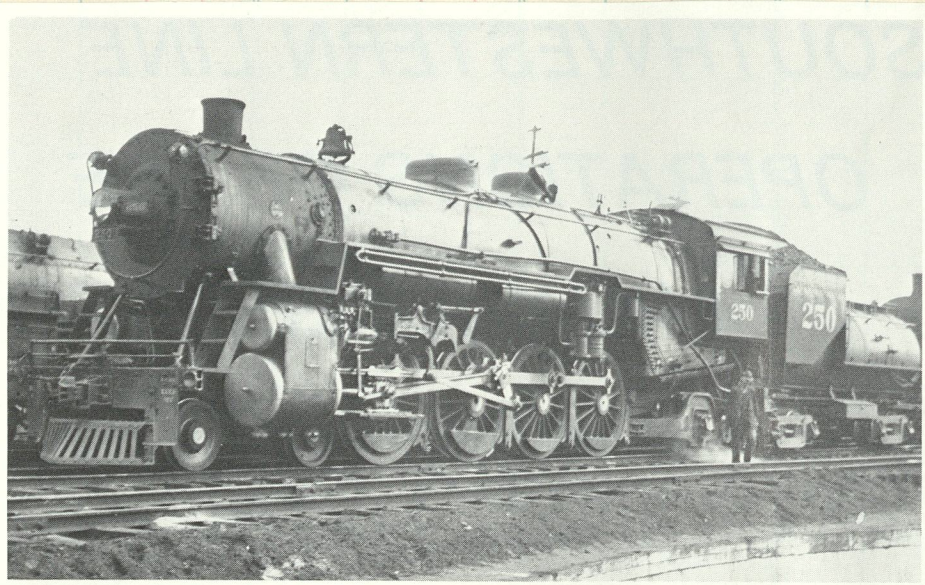
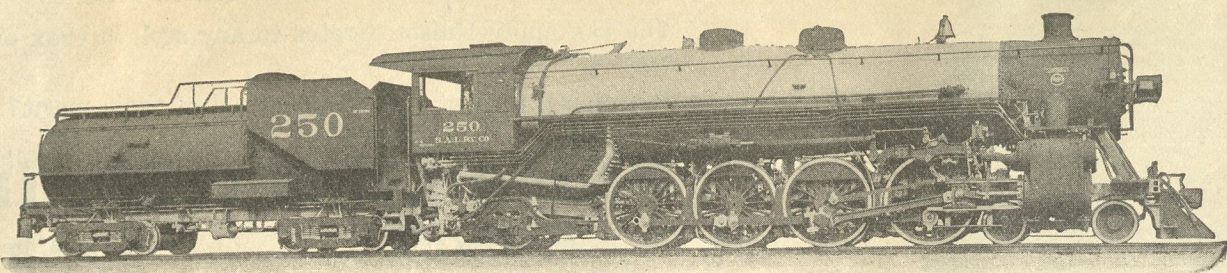
H. L. Kitchen



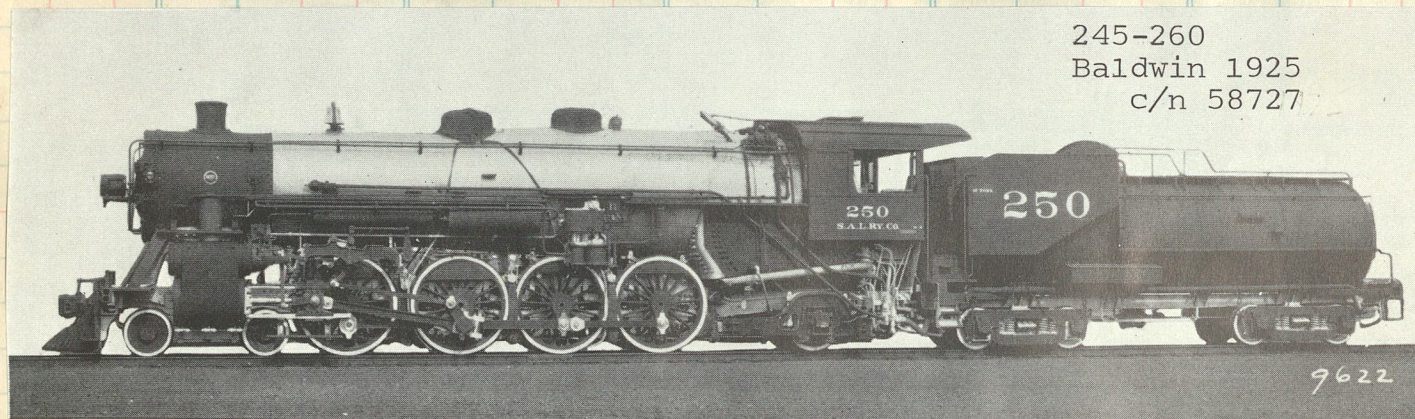
SAL M2 class 4-8-2 Number 242 speeds through Fairwold, S. C. on May 10, 1942 with 13-car Train 192, The Palmland, New York-bound from Jacksonville.



Clos. No. Sold Amount

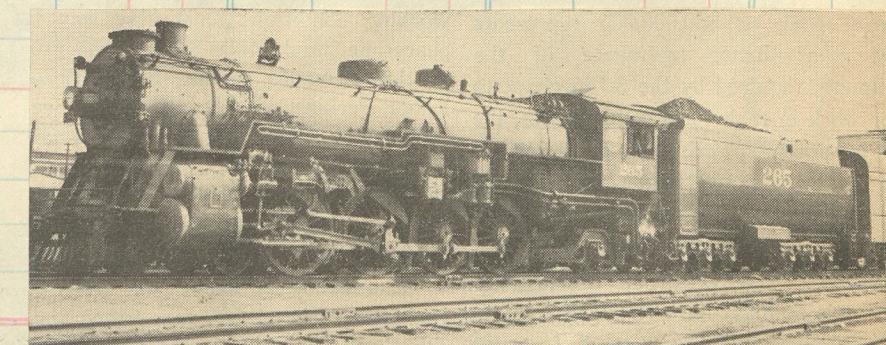
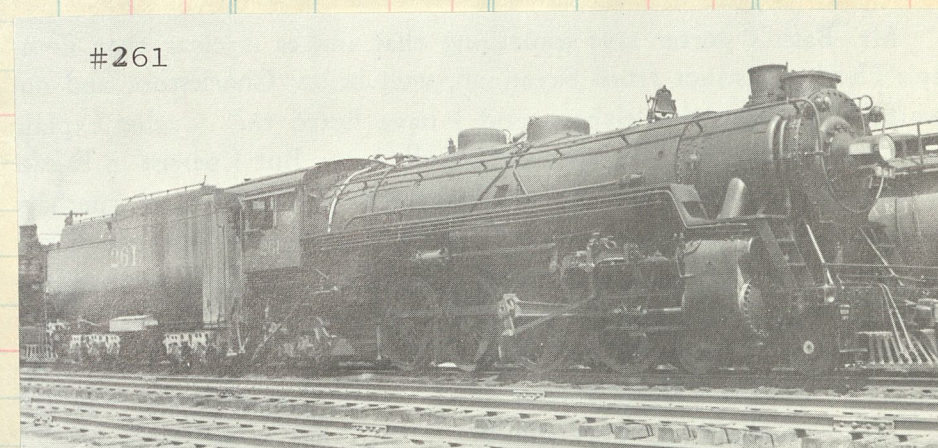


245-260
Baldwin 1925
c/n 58727

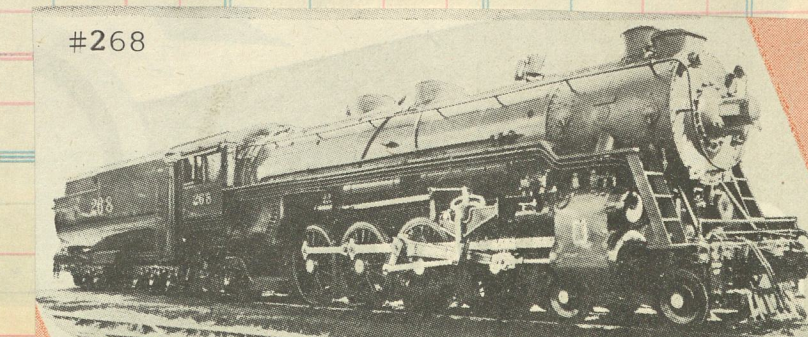


Deep South Mountain: A classic Seaboard Air Line M-2 4-8-2 heads the first section of a passenger train at Atlanta's Union Depot in the 1940s, upgraded with a rebuilt Vanderbilt tender, Worthington feedwater heater, and stoker. Water Color by Mike Pearsall
261-270 c/n 58993

Baldwin 1926

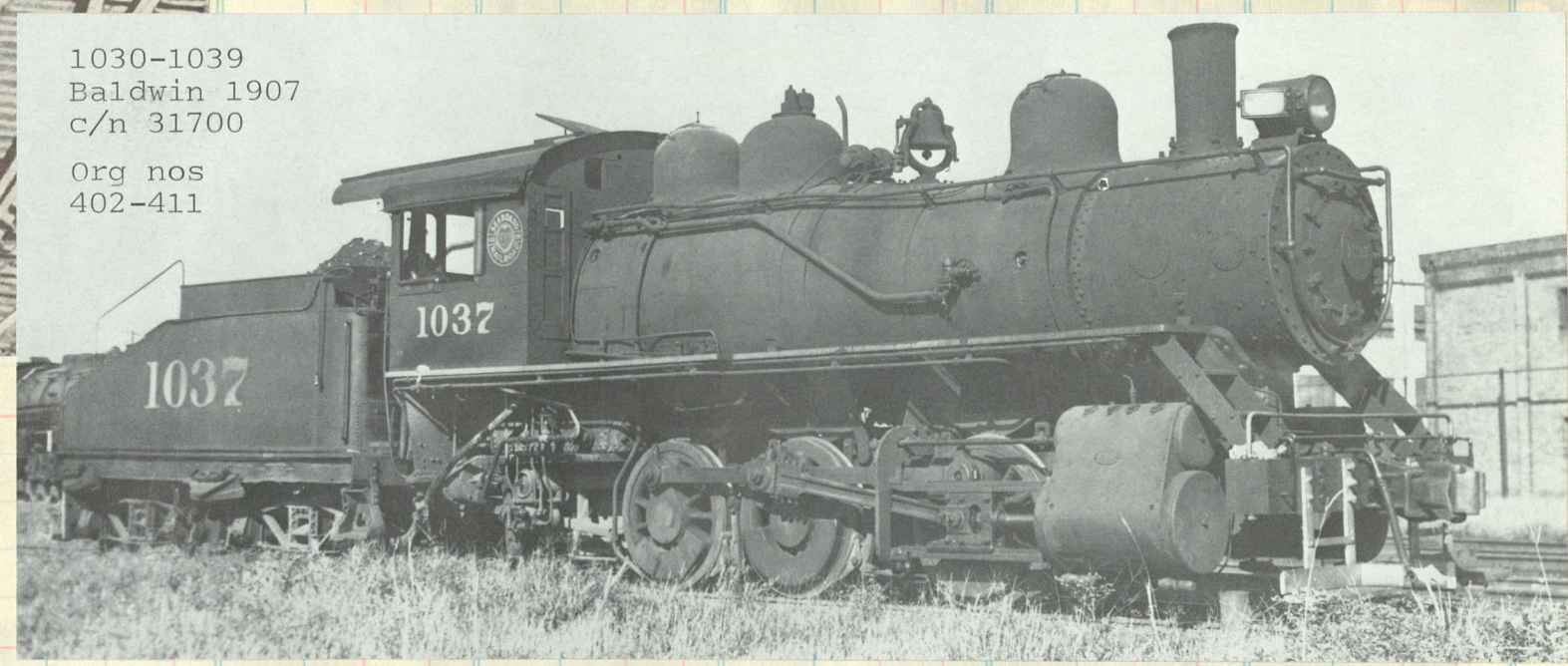
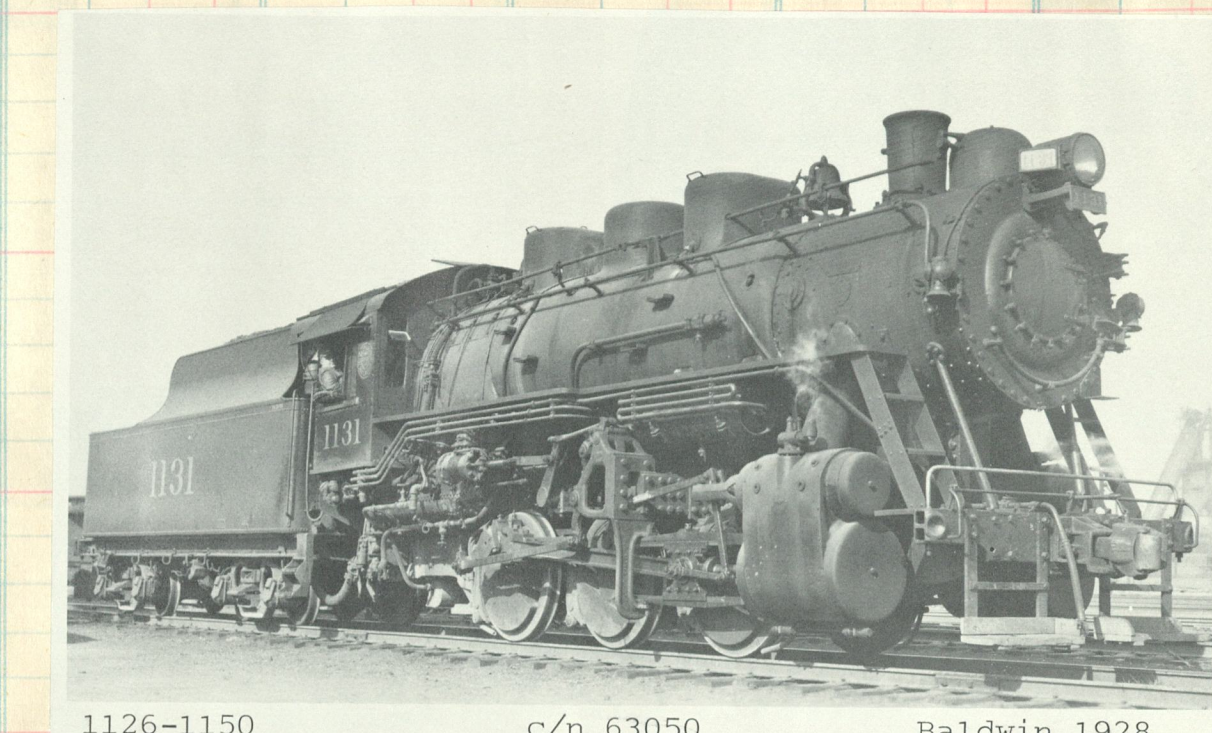
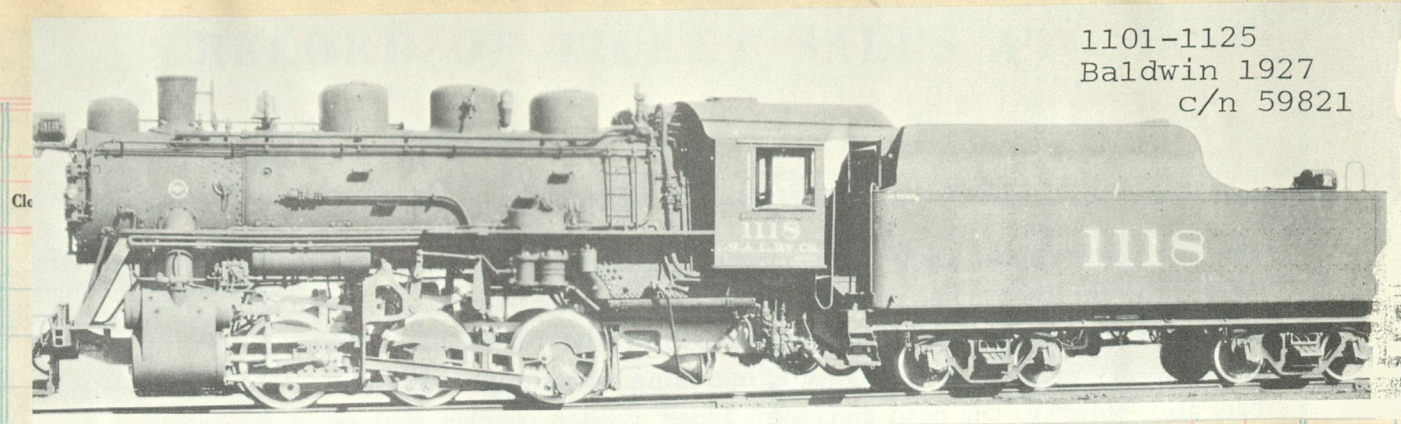


SEABOARD AIR LINE RAILWAY'S ENGINE 265 AT RALEIGH, N.C. W. M. Bryan





The 1058, an O-6-0, putters around the Jacksonville garden. One of five received from Baldwin in 1913 noed 427-431. Re-noed 1055-1059 in 1925. #1058 c/n 40285 retired in 1950.



1030-1039
Baldwin 1907
c/n 31700
Org nos
402-411



The F7 class served systemwide. The 1144 (above) is backing a transfer move from Howell's Yard, Atlanta, to the NC&StL at Hill's Park, Ga. in November, 1948.

David W. Salter

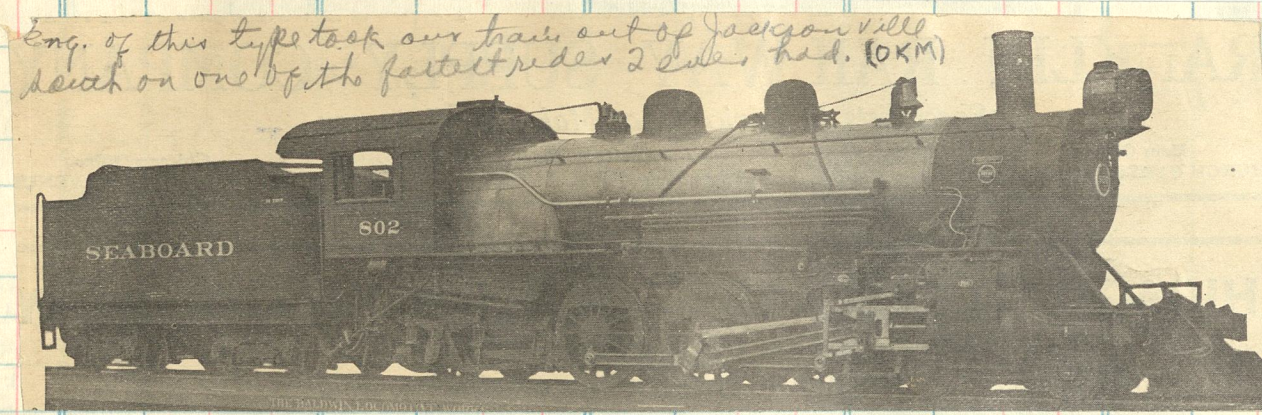
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Amount	Clos. No.	Sold	Amount	Clos. No.	Sold
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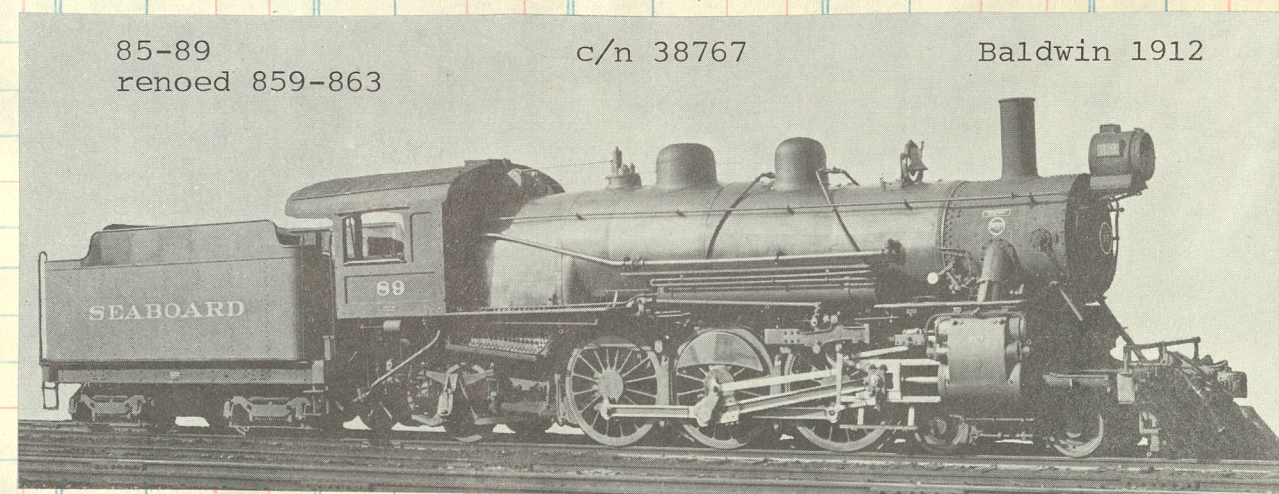
Amount	Clos. No.	Sold	Amount	Clos. No.	Sold
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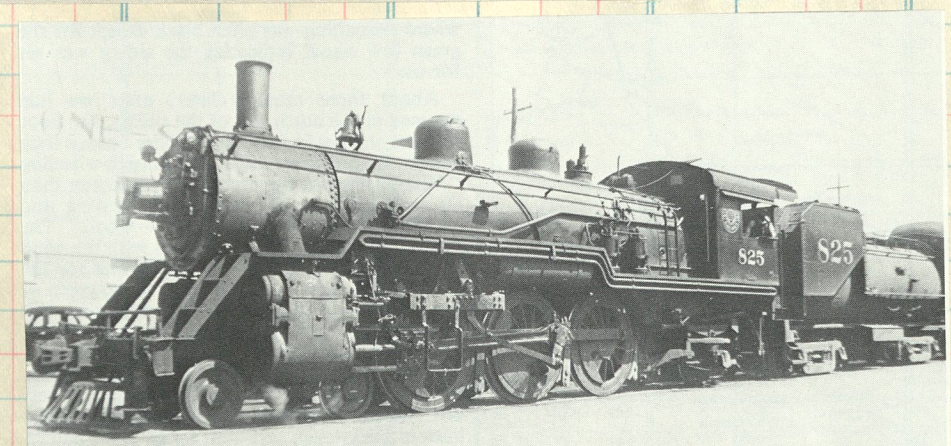
Pacific 818, Train 5, Floyd, Ga., March 19, 1949. Richard D. Sharpless/Frank E. Ardrey collection



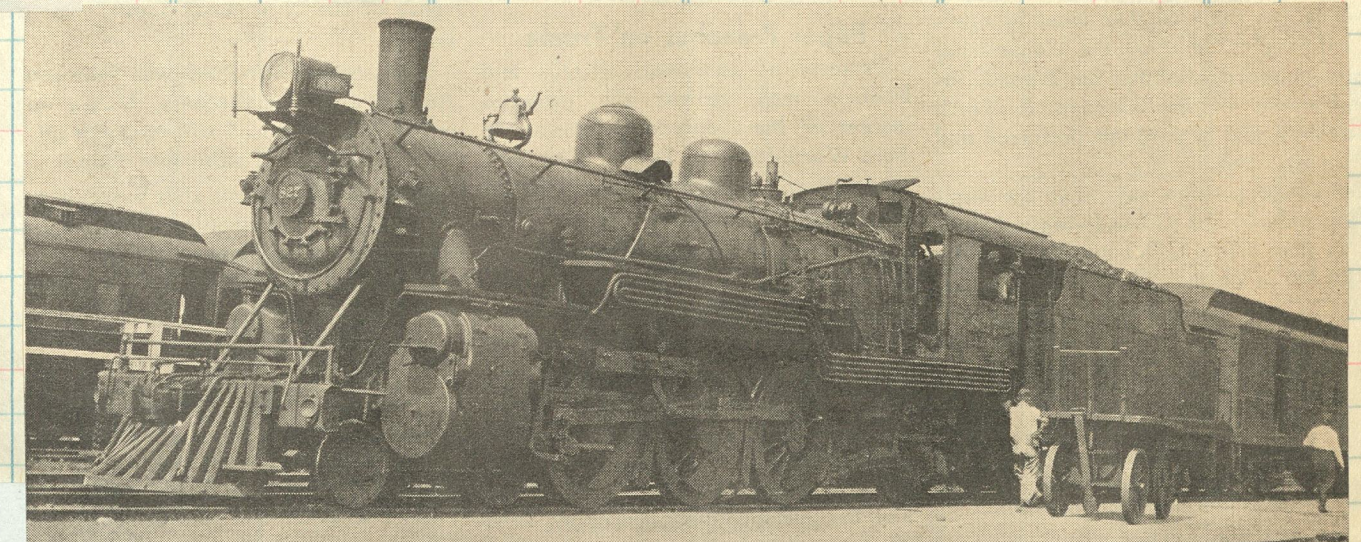
Eng. of this type took our train out of Jacksonville south on one of the fastest rides I ever had. (OKM)
800-814 c/n 38598 Baldwin 1912
Notation by OKM reads, "Eng of this type took our train out of Jacksonville south on one of the fastest rides I ever had."



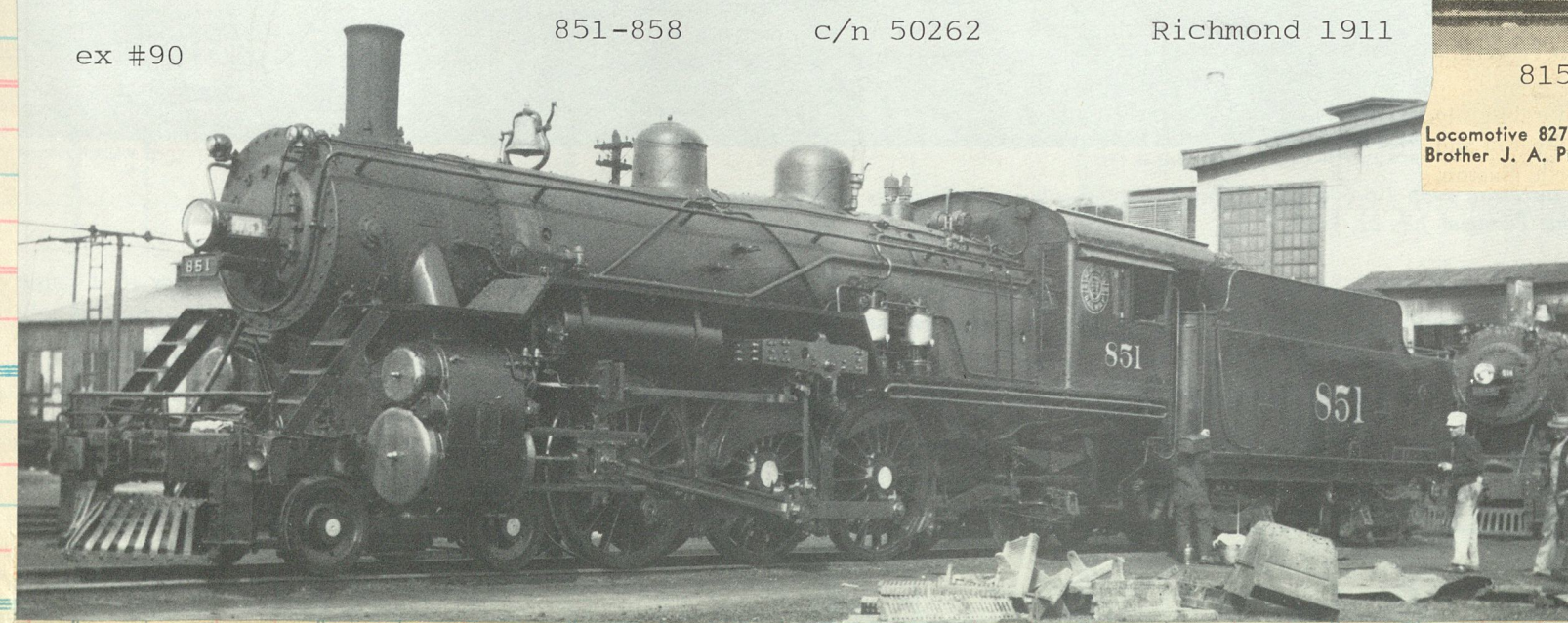
85-89 renoed 859-863 c/n 38767 Baldwin 1912



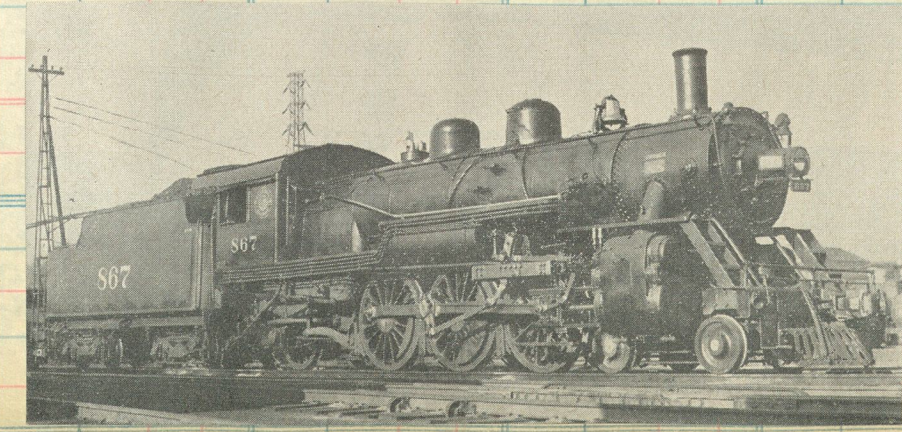
851-858 c/n 50262 Richmond 1911



815-849 c/n 54012 Richmond 1913
OVERTURNED TWO MONTHS AFTER BEING PHOTOGRAPHED
Locomotive 827 of the Seaboard Air Line was photographed at Savannah in April, 1922. Standing near the locomotive, in gangway, was Brother J. A. Preacher, Div. 803, engineer, and on the side of the cab was lettered his name. Train was the northbound Florida-Cuba Special. Locomotive overturned two months later near Columbia, S. C., and Brother Preacher was killed.



ex #90 851-858 c/n 50262 Richmond 1911



864-870 Richmond 1913 c/n 54033 ex #101, 2nd #17

Here's the Fleet-

- THE RED FOX (No. 86)**
Florida to Richmond and beyond.

THE MARKETER (No. 80)
Florida to Richmond and beyond.

THE GREYHOUND (No. 2/2)
Jacksonville to Savannah and beyond.

THE TROPICAL TRADER (No. 1/89)
Savannah to Macon and beyond.

THE CLIPPER (No. 81)
Savannah to Montgomery and beyond.

THE MIGRATOR (No. 87)
Richmond to the Carolinas, Southeast and Florida.

THE CAPITAL (No. 89)
Richmond to the Carolinas and Southeast.

THE GOVERNOR (No. 79)
Portsmouth to the Carolinas and Southeast.
- THE MERCHANTISER (No. 85)**
Portsmouth to the Carolinas, Atlanta, Birmingham and beyond.

THE TEXTILER (No. 72)
Carolinas Eastward via Portsmouth.

THE COURIER (No. 82)
Birmingham to Atlanta, the Carolinas and East via Portsmouth.

THE IRON MASTER (No. 88)
Birmingham to Atlanta, the Carolinas and East via Richmond.

THE ALAGA (No. 82)
Montgomery and Eastward to Savannah and beyond.

THE PIONEER (No. 84)
Montgomery to Florida.

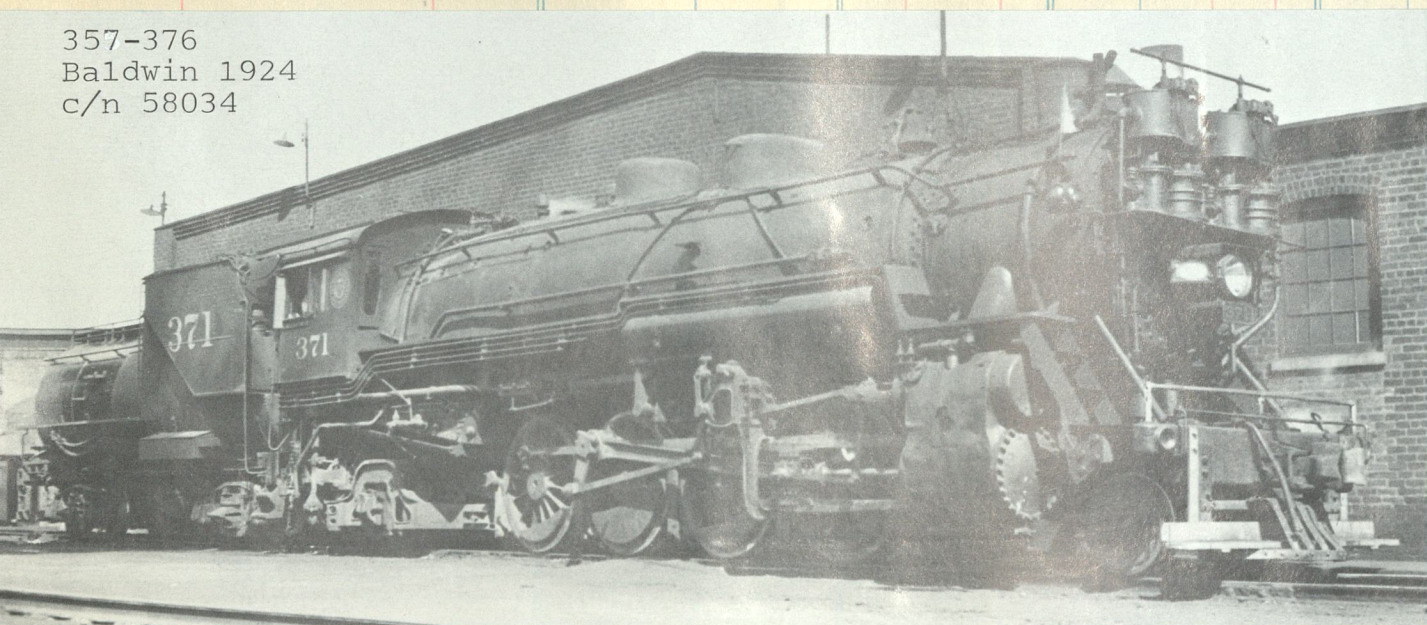
THE CAVALCADE (No. 74)
Columbus to Florida.

THE ACME (Nos. 88-71)
Macon to Florida.



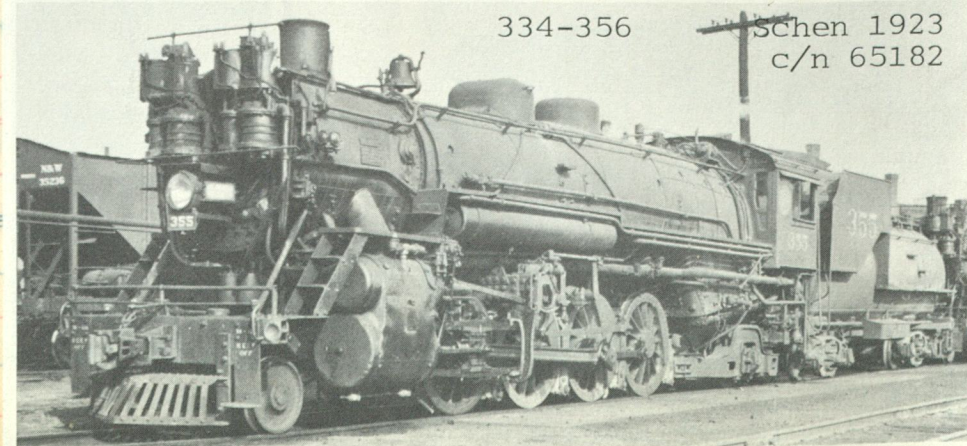
A determined little 2-8-0, the 922, is all business scampering along with an extra near Pitts, Ga.
Built by Baldwin in 1907 as Ga., Fla. & Ala. #202 c/n 31498

357-376
Baldwin 1924
c/n 58034

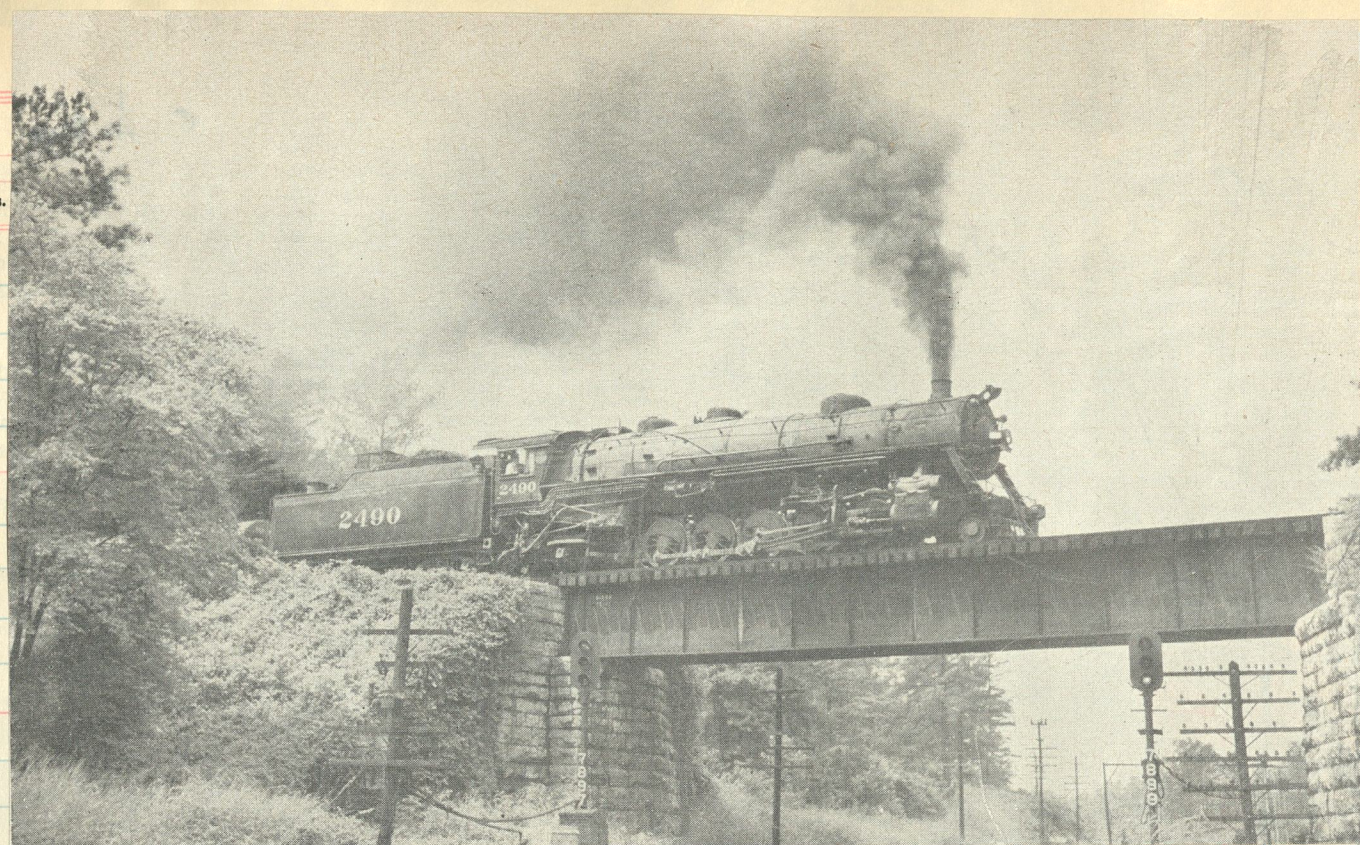


The 442 with tonnage near Harryat, Ga.

334-356
Schen 1923
c/n 65182



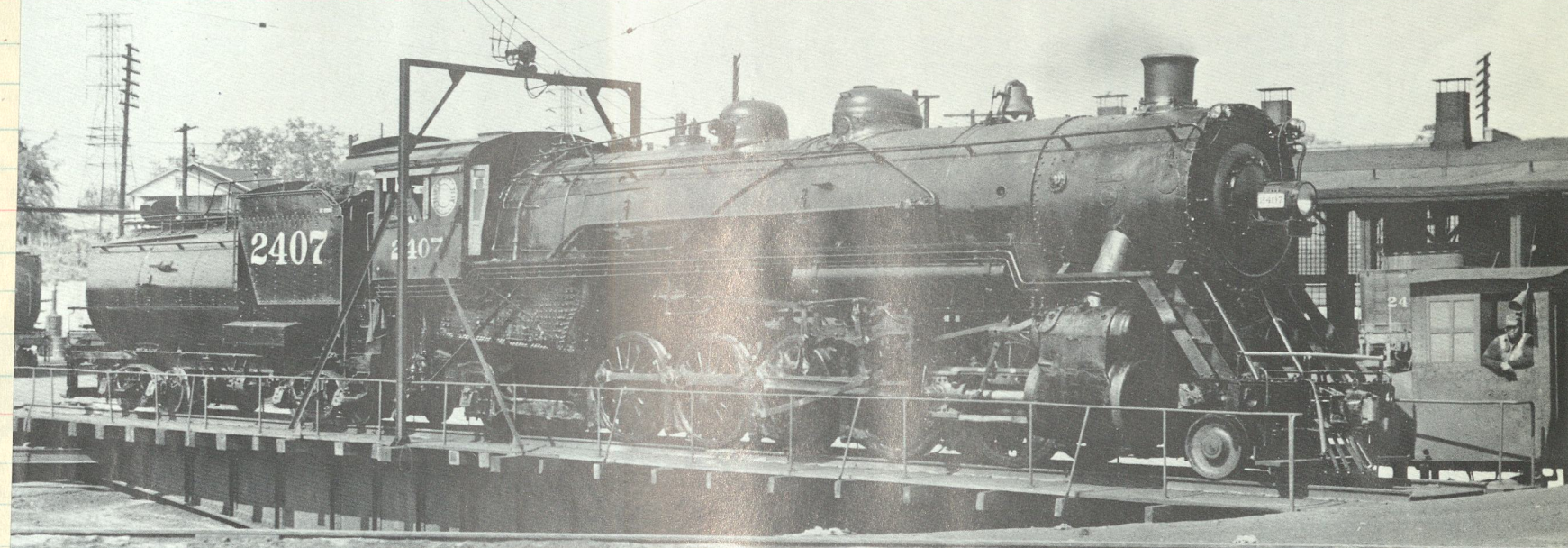
Timecard Trn #85, the 'Merchandiser' with Eng 389 outside Atlanta



Crossing over the Southern-CofG intersection at Weems, Ala

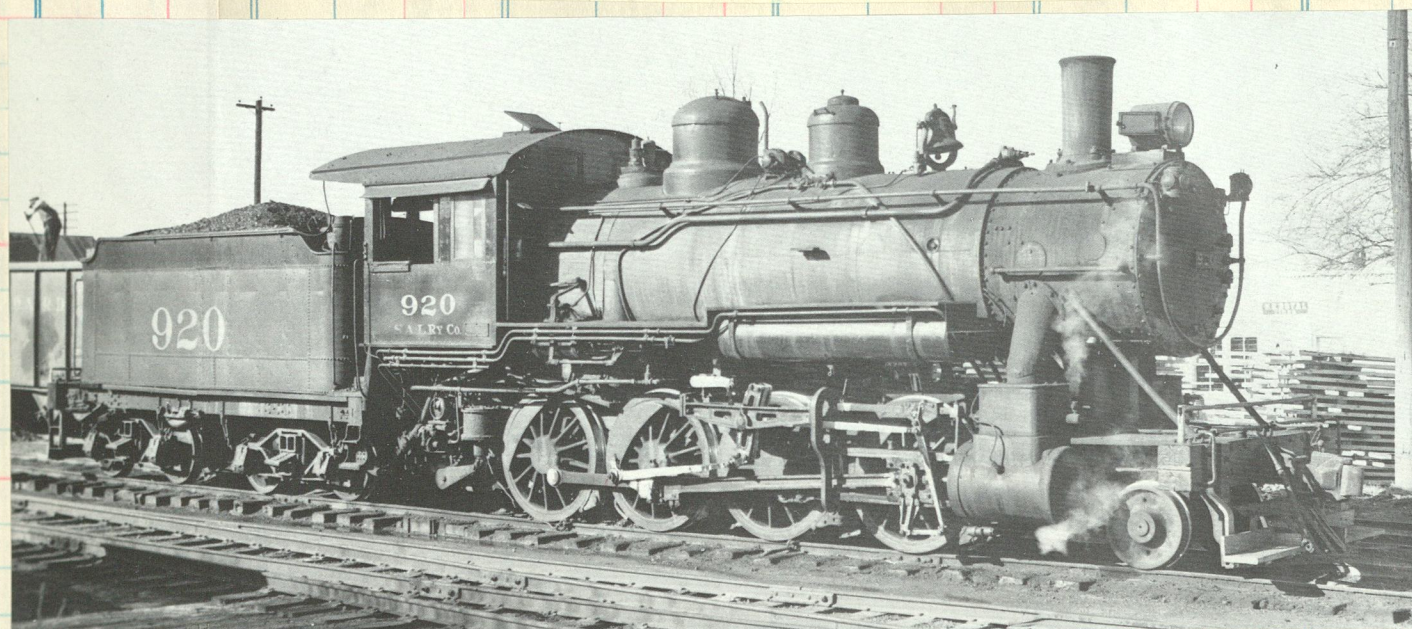


The 2442 with the 'Courier' near Rockmart, Ga.

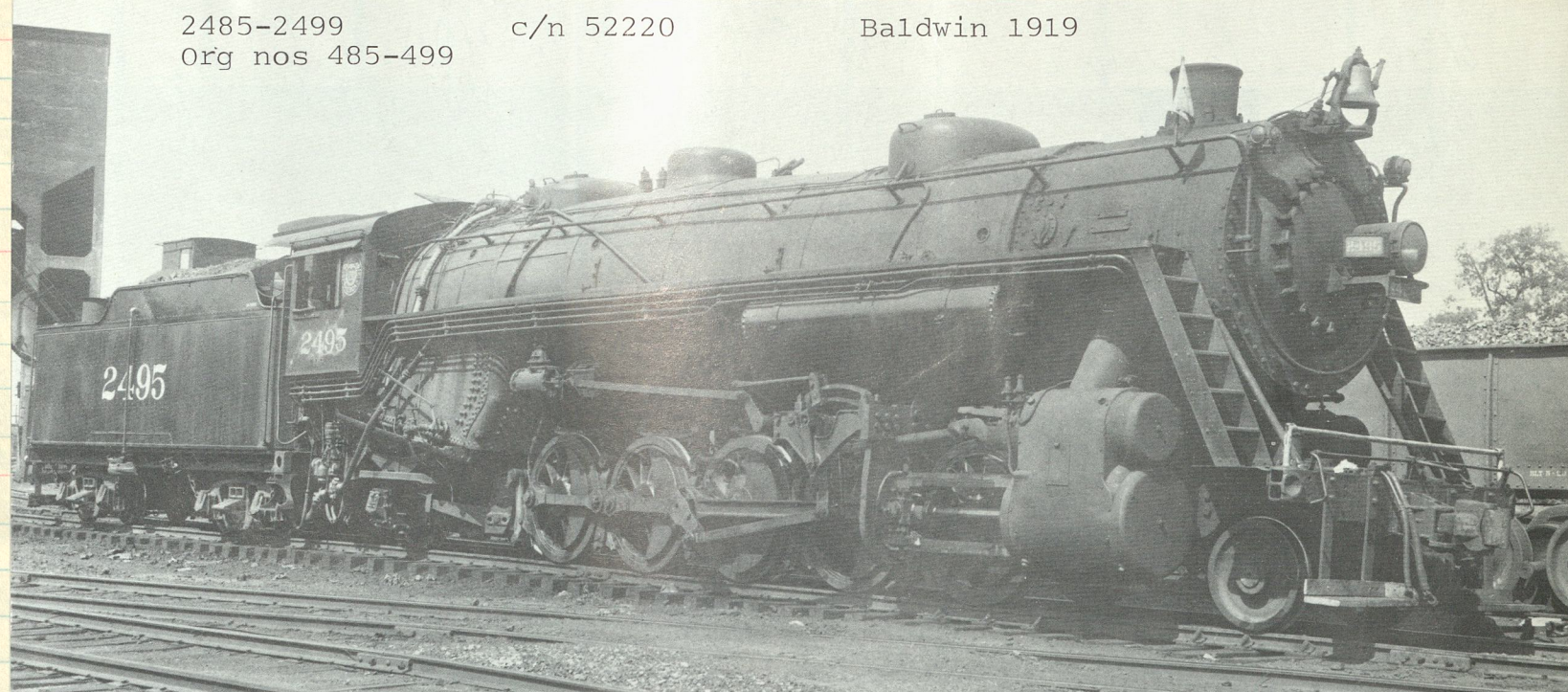


2485-2499 c/n 52220
Org nos 485-499

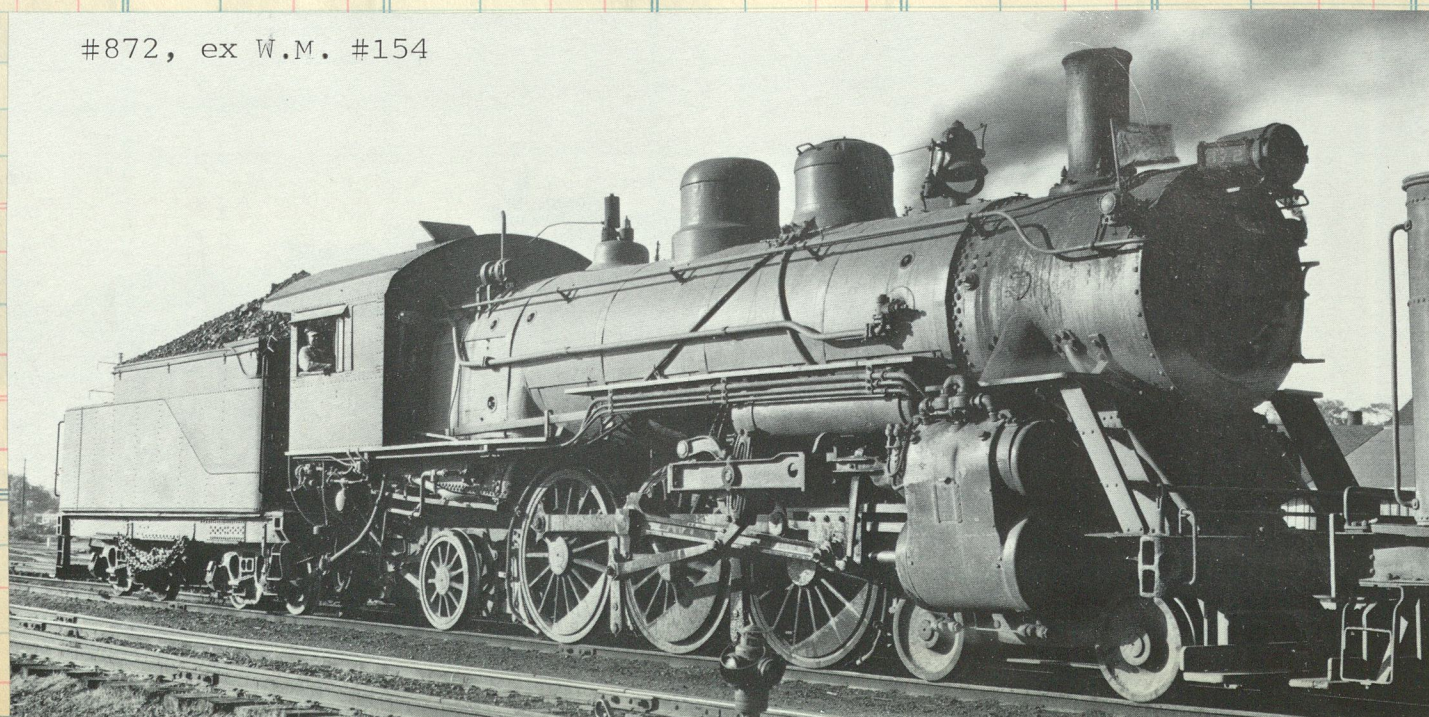
Baldwin 1919



Blt by Baldwin 1906, c/n 29358, as Ga., Fla. & Ala. #200.
Renamed GF&A #128 and in 1929 as SAL #920.

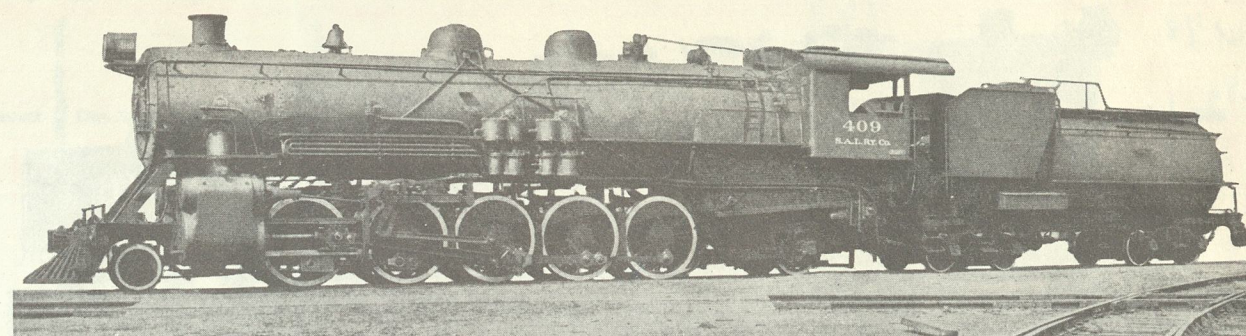


#872, ex W.M. #154



One of the ten 4-6-2's purchased from the Western Maryland in 1943
The 872 was built by Baldwin in 1909 c/n 33385 Retired in 1951

SEABOARD AIR LINE RAILWAY



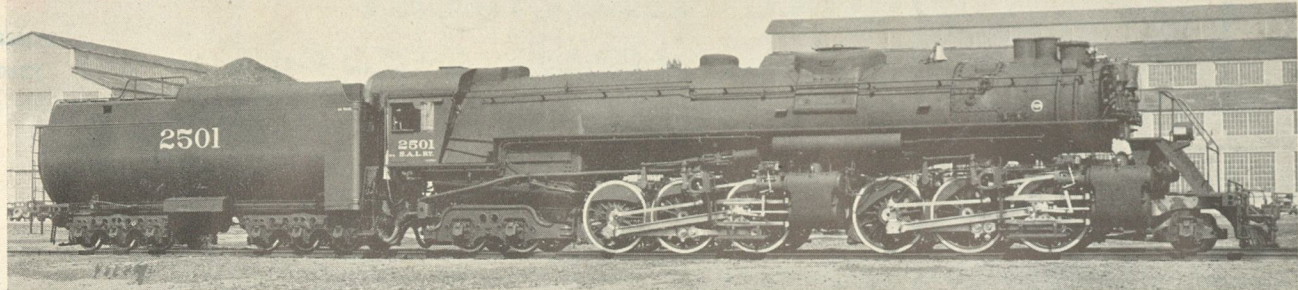
SANTA FE TYPE FREIGHT LOCOMOTIVE
400-409 (2400-2409) c/n 48289 Baldwin 1918
10 Locomotives like the above are being fired by Duplex Stokers

Cylinders	29 x 32 in.	Grate area	70.3 sq. ft.
Driving wheels, diameter	63 in.	Wheel base, driving	22 ft.-6 in.
Steam pressure	180 lbs.	" " engine	41 ft.-6 in.
Boiler diameter	80 in.	" " and tender	79 ft.-6 1/2 in.
Tubes, length	21 ft.	Weight, leading	28,200 lbs.
" number	42-5 1/2 in.	" driving	254,900 lbs.
" "	207-2 1/4 in.	" trailing	51,200 lbs.
Heating surface, tubes	3,815 sq. ft.	" engine	334,300 lbs.
" " fire box	245 sq. ft.	" engine and tender	526,900 lbs.
" " combustion chamber	102 sq. ft.	Tender capacity, water	10,000 gals.
" " arch tubes	28 sq. ft.	" " coal	17 tons
" " total	4,190 sq. ft.	Maximum tractive power	65,350 lbs.
" " superheater	1,078 sq. ft.	Factor of adhesion	3.9
Fire box	120 1/8 x 84 1/4 in.		

25

2500-2504

c/n 61830

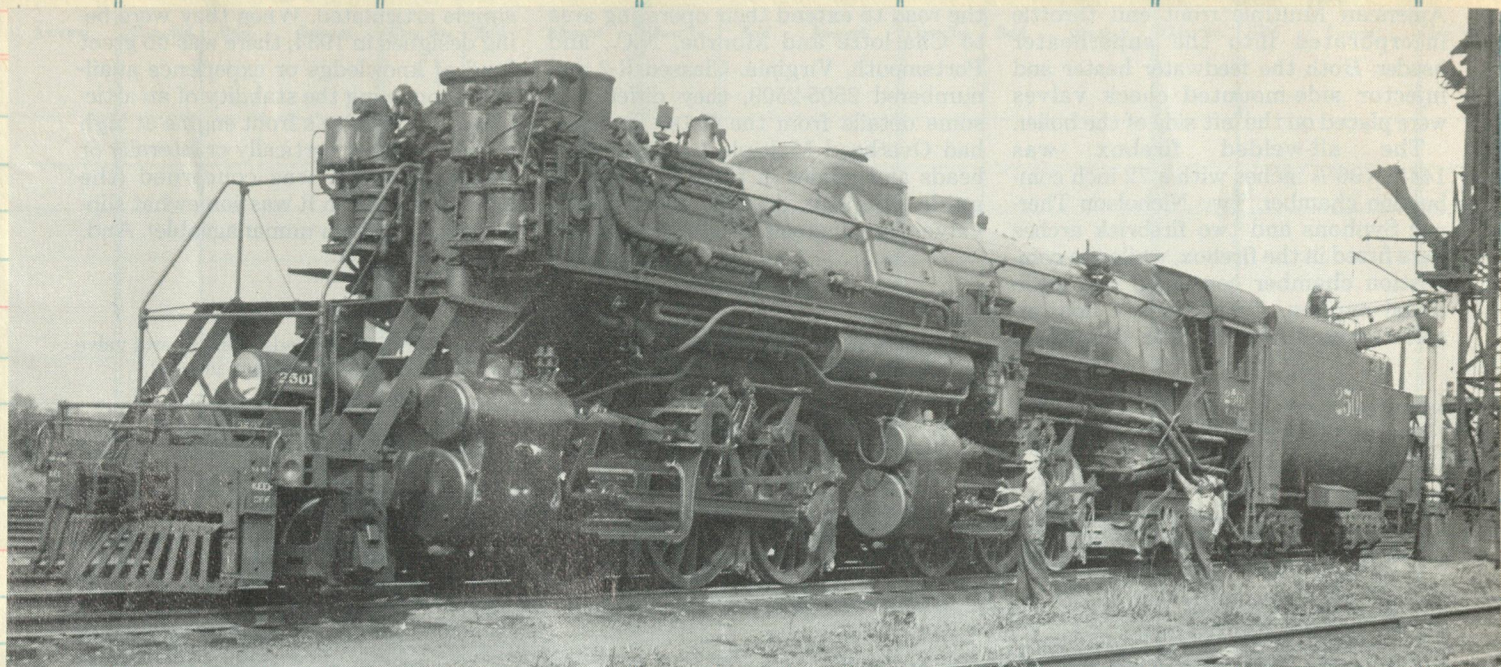


One of the 2-6-6-4, Single-Expansion, Articulated Locomotives Completed in April, 1935

Cylinders (4)	22" x 30"	Superheating Surface	2397 sq. ft.	Weight, Eng. and Tend.	781,300 lb.
Steam Pressure	230 lb.	Grate area	96.3 sq. ft.	Tractive Force	82,300 lb.
Drivers, Diam.	69"	Weight on Drivers	330,000 lb.	Tender Water Capacity.....	16,000 gal.
Heating Surface	5513 sq. ft.	Weight, Total Engine	480,000 lb.	Tender Coal Capacity.....	24 tons

After the sad experience with articulated power in 1917-18, the Seaboard avoided any such type of engines until 1935 when they acquired five 2-6-6-4's. These were followed by five more delivered in 1937. They expedited tonnage with dispatch until 1947 when they, like the 2-8-8-2's of 1917, were sold to the Baltimore & Ohio.

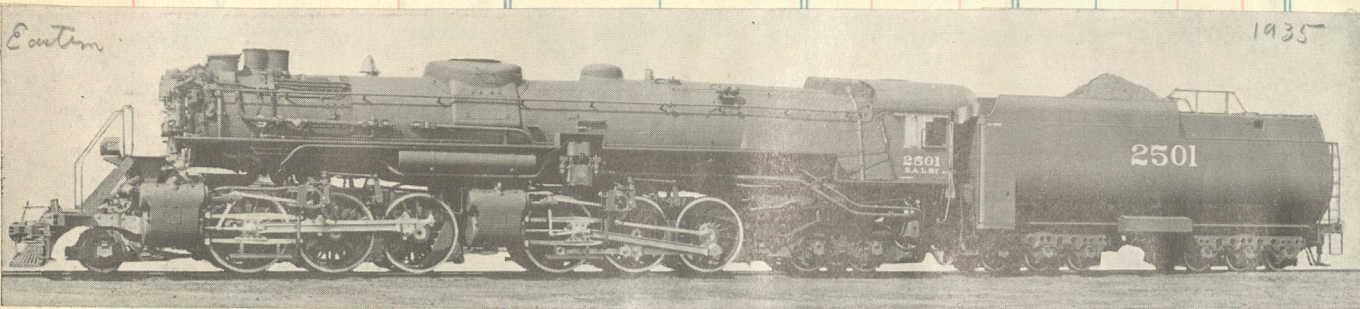
old



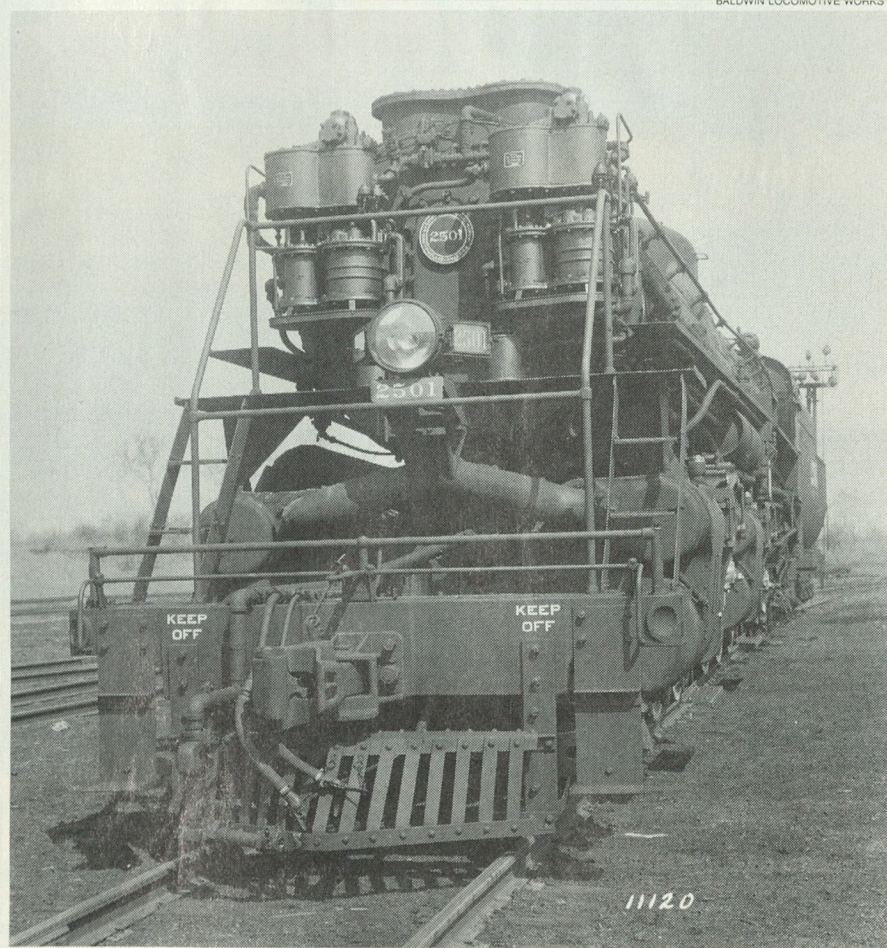
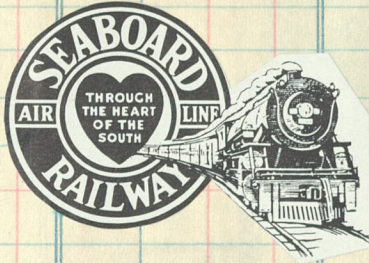
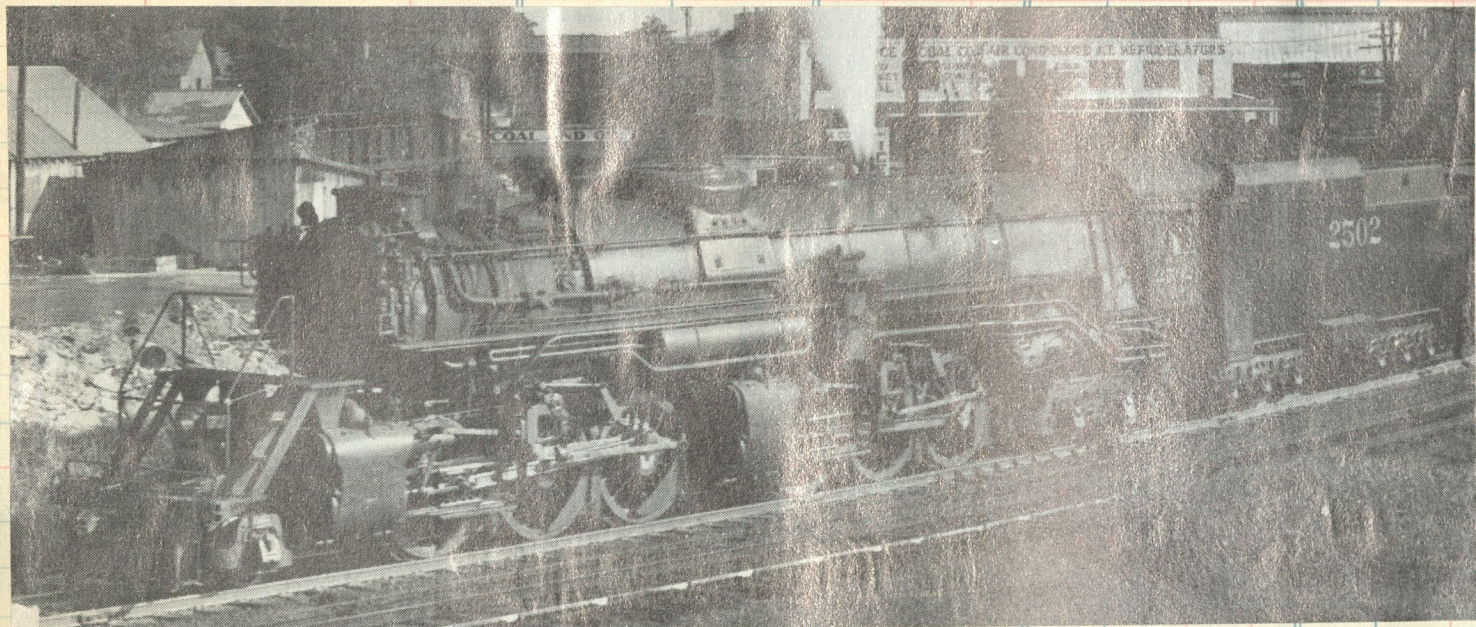
Sold

Clos. No.

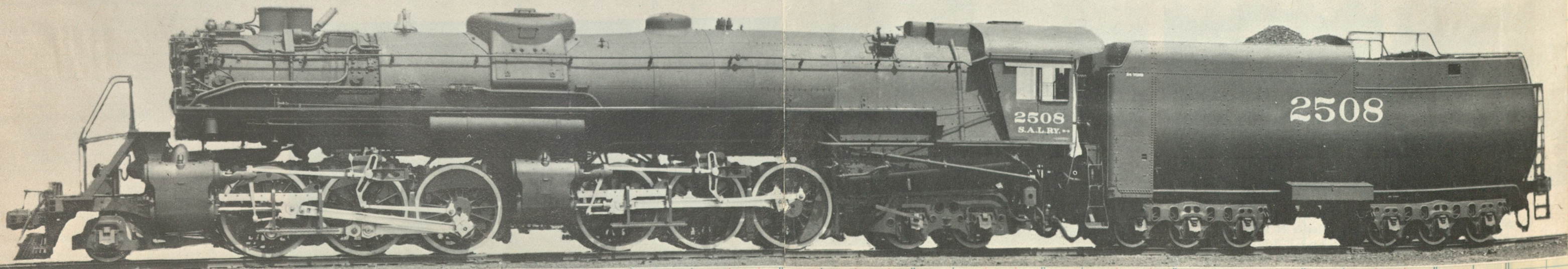
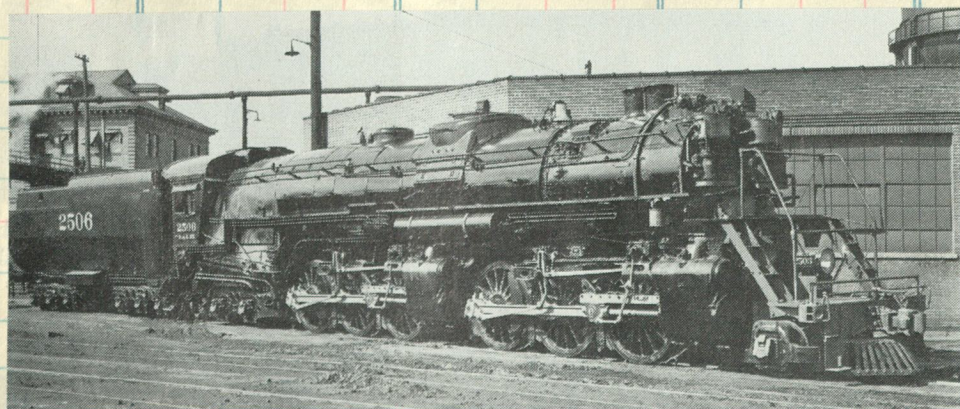
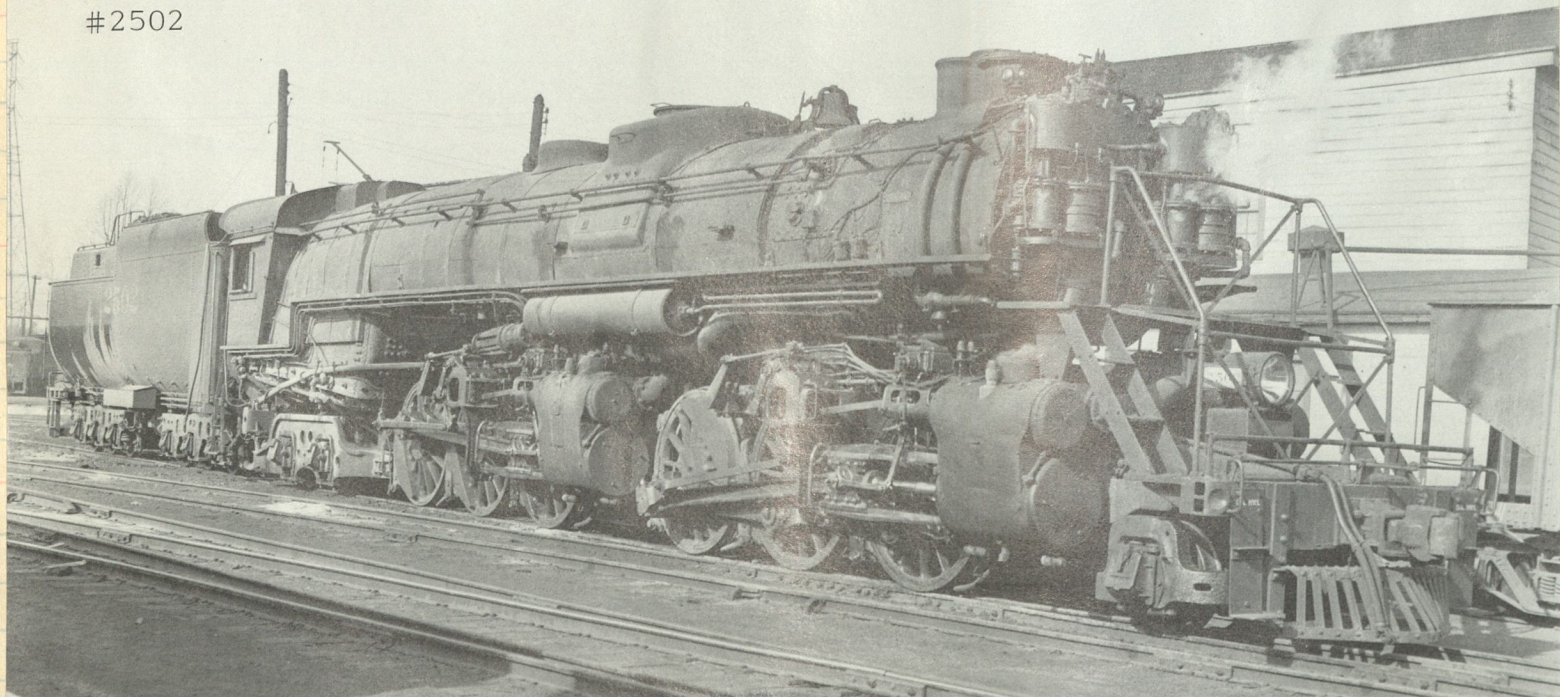
Sold



1935



#2502



The Final Engines for the Seaboard

2505-2509

c/n 62057

Baldwin 1937



THE NASHVILLE, CHATTANOOGA & ST. LOUIS RY.

NYCS
A P A-46

4-46 1000 bks. (E)
Printed in U.S.A.

126



Monteagle, Tenn.

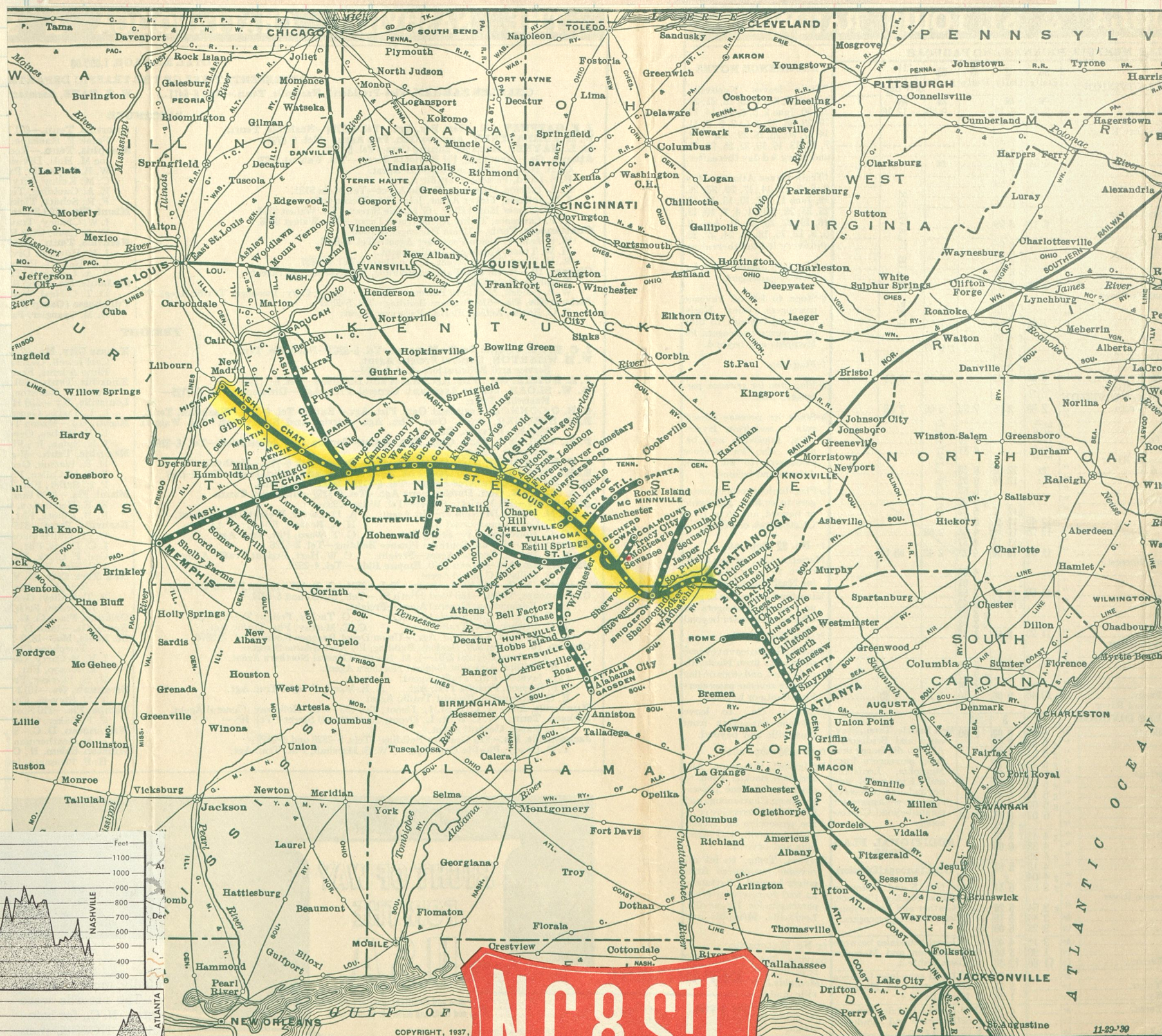
A nostalgic scene from the 'Golden Era'

Train, possibly #121, on the Tracy City branch about 1900 being handled by the #49. Built as the Nashville & Chattanooga #63 by Rogers in 1870 c/n 1779. Then to NC&StL #49, in 1915 as #33. Retired after 58 years of service in 1928!

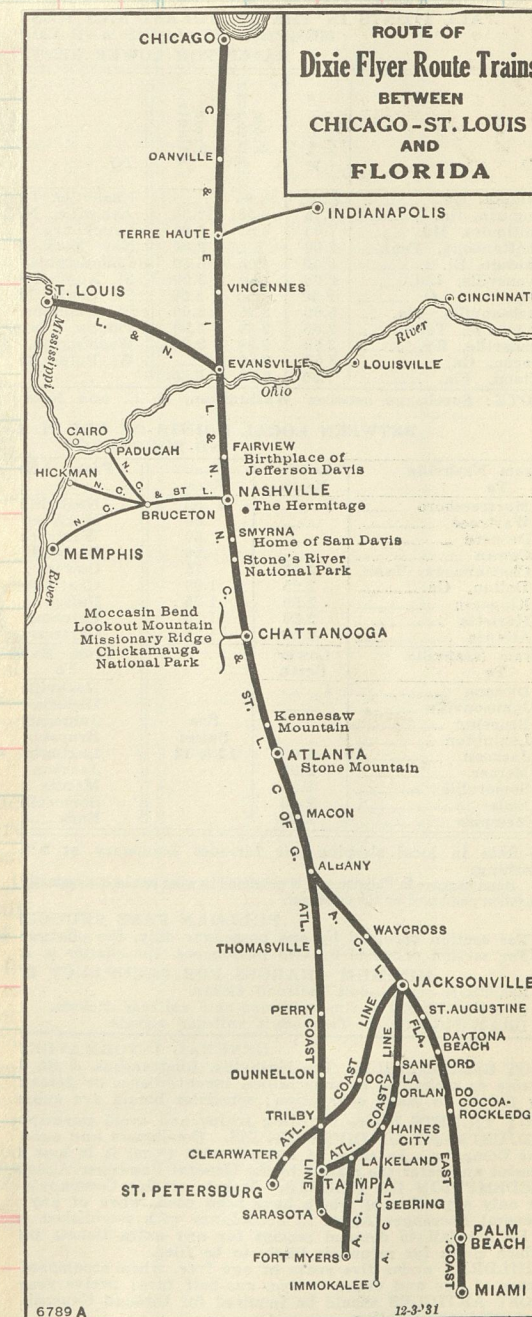


N.C.&ST.L.RY.

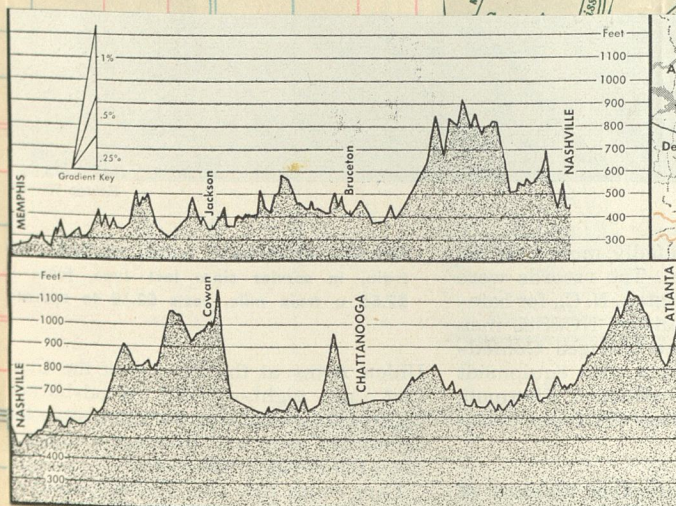
TO AND FROM
Dixieland



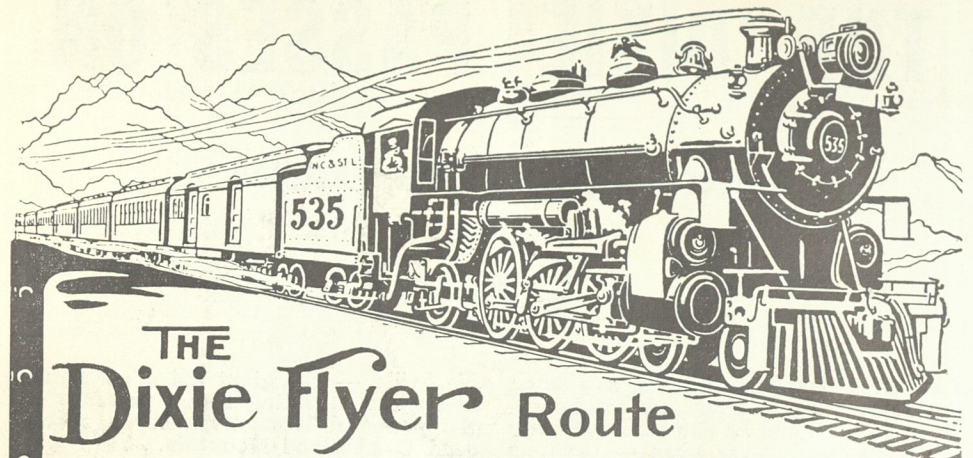
TRAVELED



In 1927 the N.C. & St.L. operated 1,260 miles using 273 engines, 244 passenger and 8576 freight cars



86



THE
Dixie Flyer Route
Between
Chicago-St. Louis and
FLORIDA
via Nashville, Chattanooga & St. Louis Ry.

NORTHBOUND—Read Down				Read Up—SOUTHBOUND			
Train No. 92	Dixie Flyer	Double Daily Service to and from Atlanta		Dixie Flyer	Train No. 93	SCHEDULE	
8:30am		lv JACKSONVILLE	A. C. L.	7:30am	.....	.....	.....
10:40am		lv WATKINSVILLE	G. S. & F.	5:20am	.....	.....	.....
12:50pm		lv TIFIN	G. S. & F.	5:00am	.....	.....	.....
4:30pm		lv MACON	G. S. & F.	11:22am	3:40pm	.....	.....
4:30pm		lv ATLANTA	N. C. & St. L.	8:25am	12:30noon	.....	.....
8:15am		lv ATLANTA	N. C. & St. L.	8:05am	11:55am	.....	.....
12:15noon		lv CHATTANOOGA	"	4:15pm	7:30pm	.....	.....
12:25noon		lv CHATTANOOGA	"	4:05pm	7:25pm	.....	.....
1:00pm		lv NASHVILLE	L. & N. R. R.	11:50am	3:11pm	.....	.....
3:00pm		lv NASHVILLE	L. & N. R. R.	11:40am	2:30pm	.....	.....
8:00am		lv EVANSVILLE	"	6:45am	9:45am	.....	.....
1:15pm		lv ST. LOUIS	Ill. Cent.	3:00pm	12:40pm	.....	.....
8:25am		lv EVANSVILLE	C. & I.	6:30am	3:15pm	.....	.....
8:00am		lv CHICAGO	"	10:25am	12:45pm	.....	.....

This 1917 timcard of the N.C. & St. L. shows the Dixie Flyer and the secondary train on the five-state trip between Atlanta and Chicago. Timetable boasts of the "extra fine dining car service".

K. C. McDaniel

rk

Three (330-332) b1t by Baldwin 1912
c/n 37410 Renoed 530-532

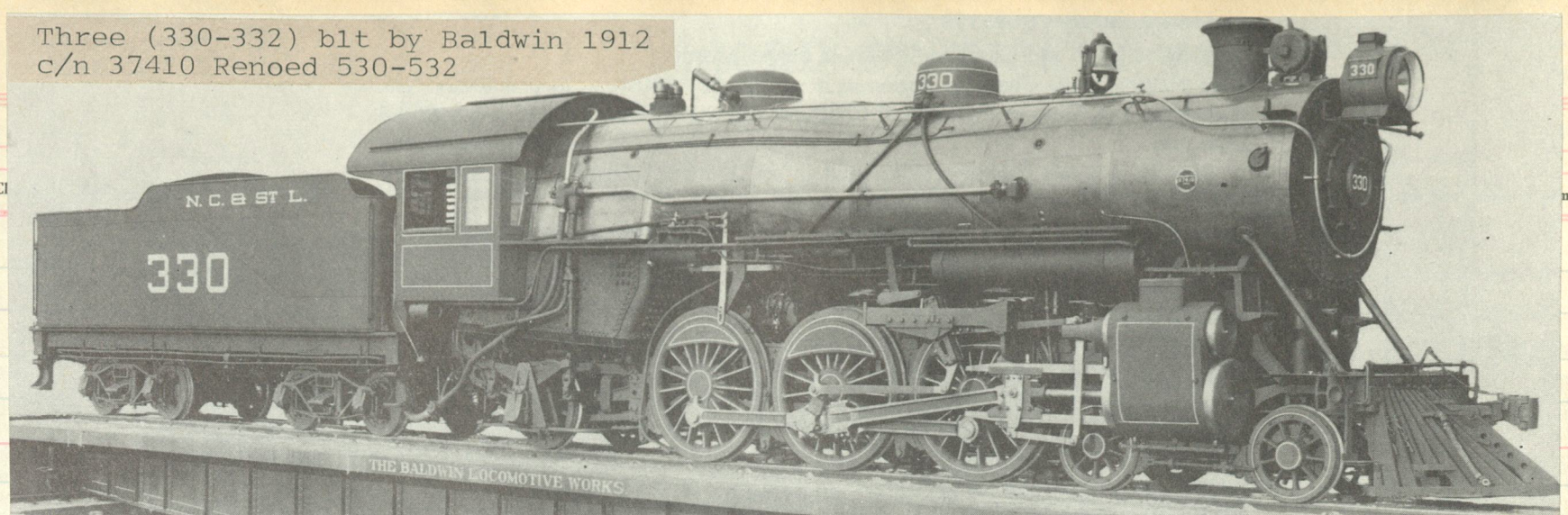
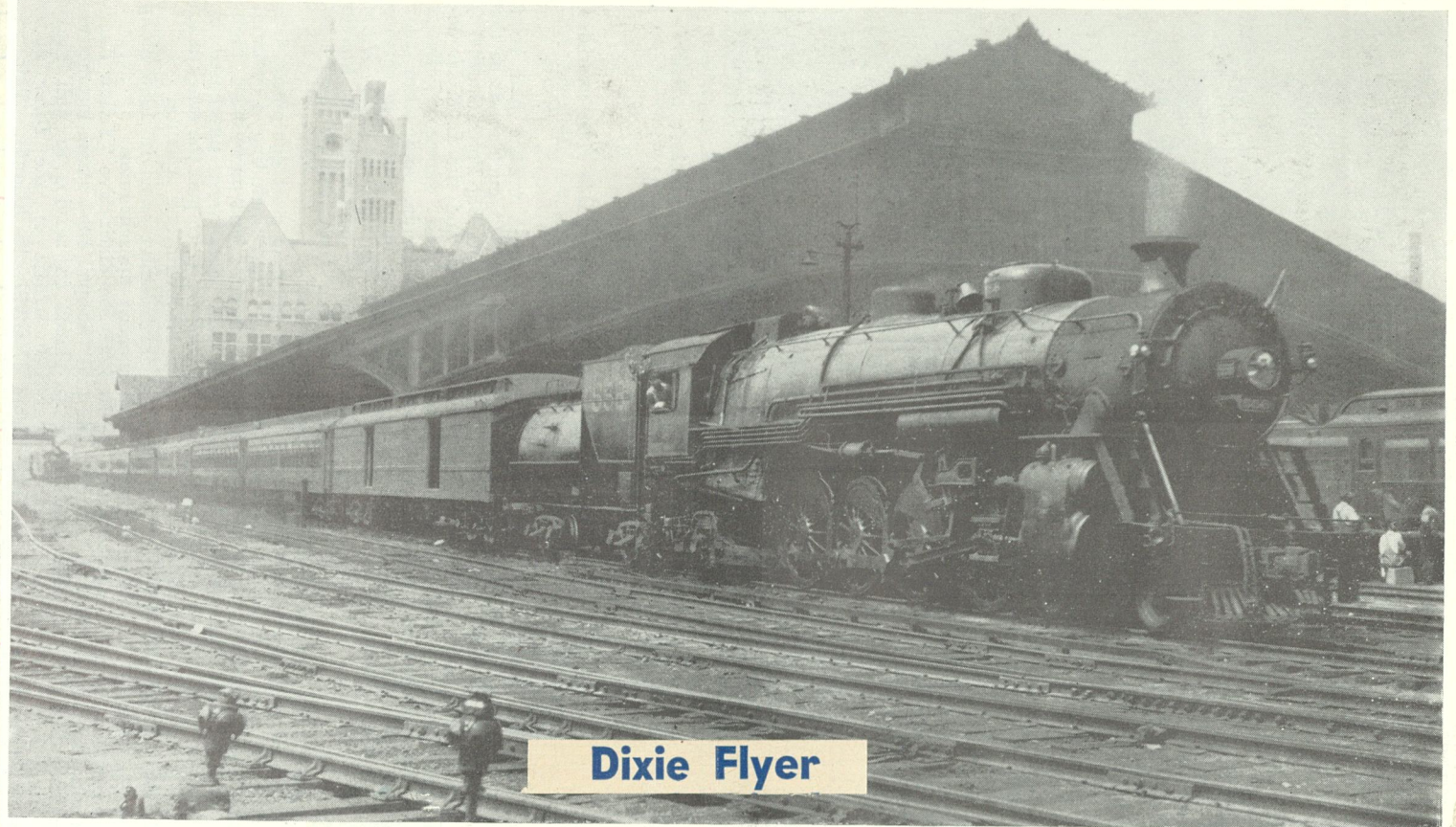


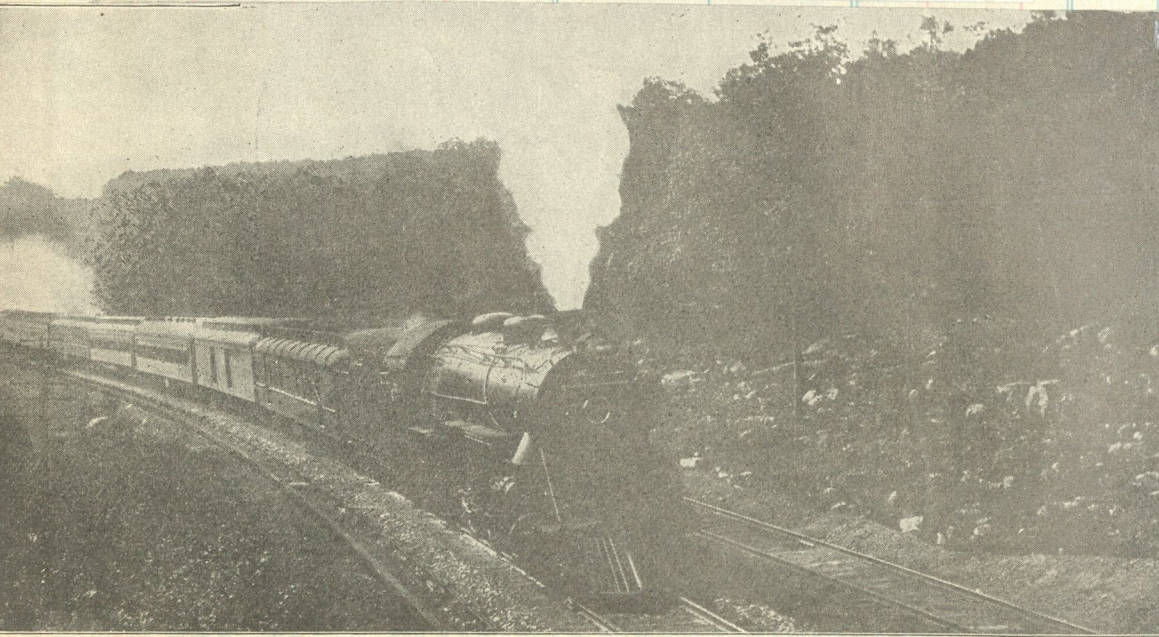
Fig. 88—Pacific Type (4-6-2) Locomotive for Passenger Service. Built for the Nashville, Chattanooga & St. Louis by Baldwin Loco. Works. Cyls., 23 in. x 28 in. Steam Pressure, 200 lbs. Dia. of Drivers, 72 in. Tractive Effort, 35,000 lbs. Heat Sur.—Tubes, 4,703 sq. ft.; Firebox, 280 sq. ft.; Total, 4,983 sq. ft. Grate Area, 66.7 sq. ft. Rigid Wheel Base, 13 ft. Total Eng. Wheel Base, 34 ft. 1 in. Wt. on Drivers, 157,250 lbs. Total Wt. of Eng., 253,550 lbs. Fuel, Soft Coal.



Dixie Flyer

K. C. McDaniel

The celebrated Flyer has just ... ren the high-ball and begun to pull out of Nashville back in the 1920s, in the days before mail and other head-end traffic cluttered up the train and slowed it down.



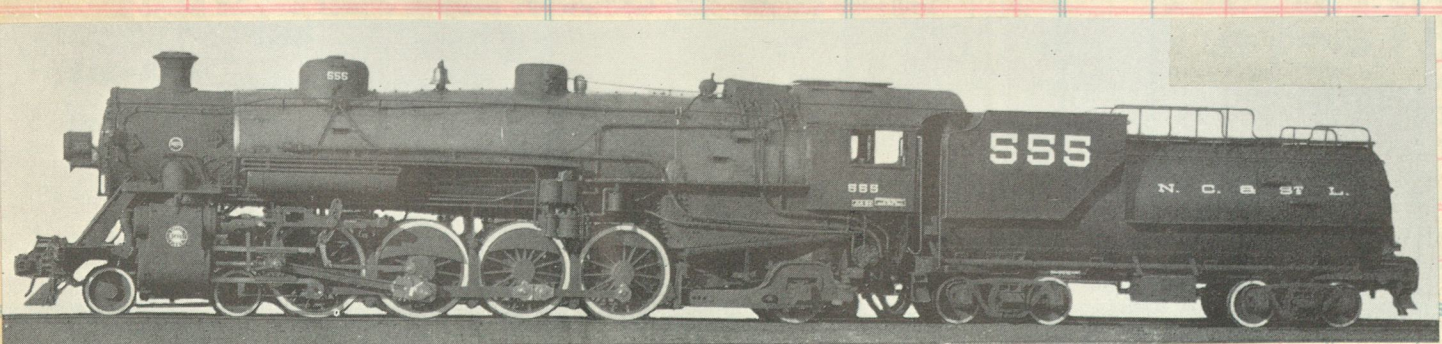
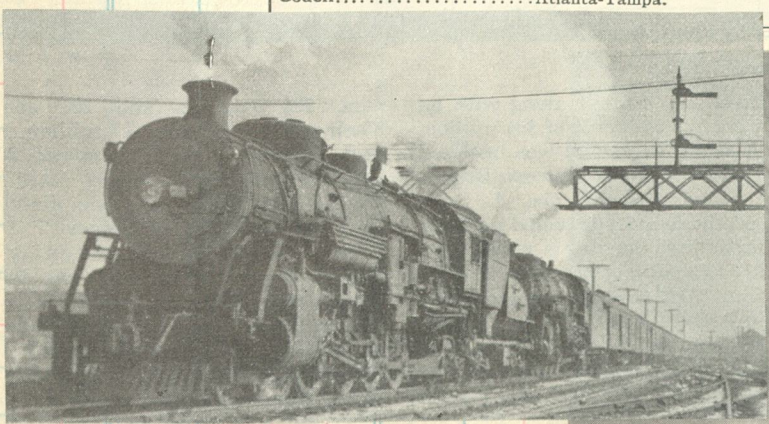
THE "DIXIE FLYER" ON CUMBERLAND MOUNTAIN

(1919)

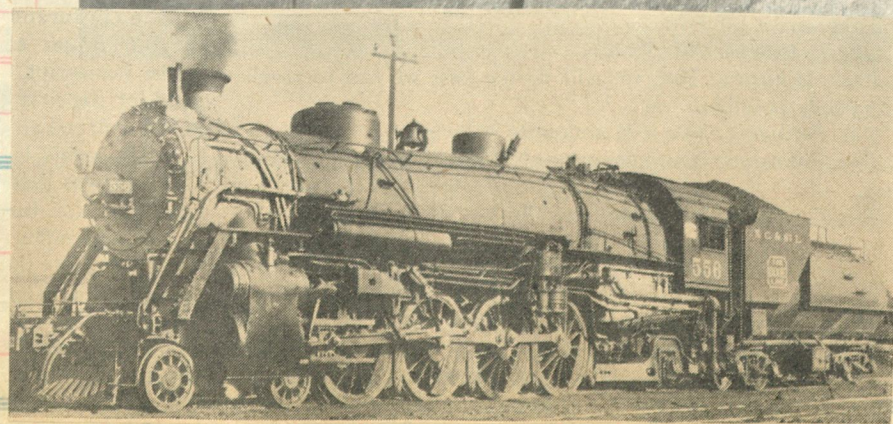
EQUIPMENT INFORMATION		SEE TABLE 22
TRAINS NOS. 94 AND 95 DIXIE FLYER		
Air Conditioned Sleeping and Dining Cars		
Sleeping Cars.....	Ready for occupancy in Chicago at 9 30 p. m. Central Standard Time.	
Observation-Library Car.....	A Chicago-Atlanta (10-Section).	
Sleeping Cars.....	A Chicago-Jacksonville (2-Comp. 1-DR 8-Sec.)	
Dining Car.....	A St. Louis-Atlanta (1-DR 12-Sec.)	
Coaches.....	A Evansville-Atlanta	
	Chicago-Jacksonville; St. Louis-Nashville-Jacksonville.	
EQUIPMENT VIA PERRY CUT-OFF		
Observation-Library Car.....	A Atlanta-Tampa (10-Section).	
Sleeping Cars.....	A Atlanta-Tampa (2-DR., 10-Sec.)	
Dining Car.....	A Atlanta-St. Petersburg (2-DR 10-Sec.)	
Coach.....	Albany-Tampa.	

1939

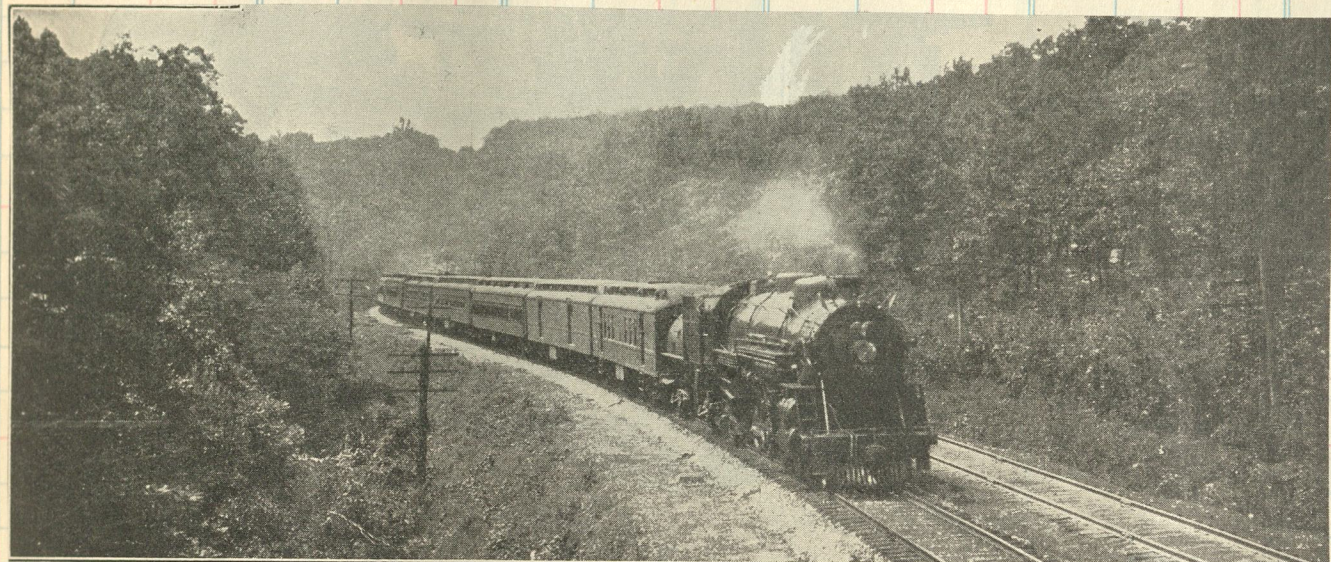
FLORIDA SERVICE
THE DIXIE FLAGLER
(COACH STREAMLINER)
DIXIE FLYER - - DIXIE LIMITED
—On Fast Schedule—Splendid Equipment—
between
Chicago—St. Louis and Florida
The Scenic - Historic DIXIE ROUTE
Dining Car Service Famed for Southern Cooking



MOUNTAIN TYPE LOCOMOTIVE FOR PASSENGER SERVICE
Cylinders, 27" x 30"
Driving wheels, diameter, 69"
Steam pressure, 200 lb.
Grate area, 70.3 sq. ft.
Water heating surface, 3,865 sq. ft.
Superheating surface, 1,145 sq. ft.
Weight on drivers, 217,970 lb.
Tractive force, 53,800 lb.
Weight, total engine, 326,850 lb.

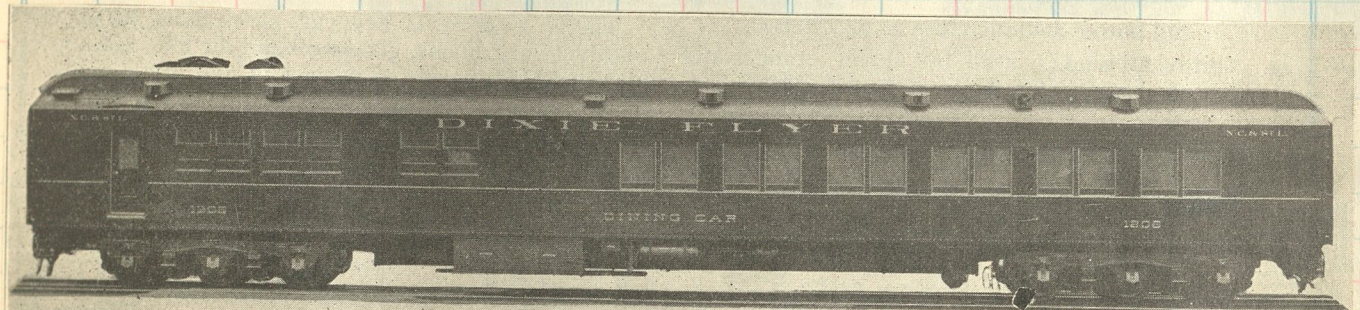


555-557 c/n 55642 Baldwin 1922

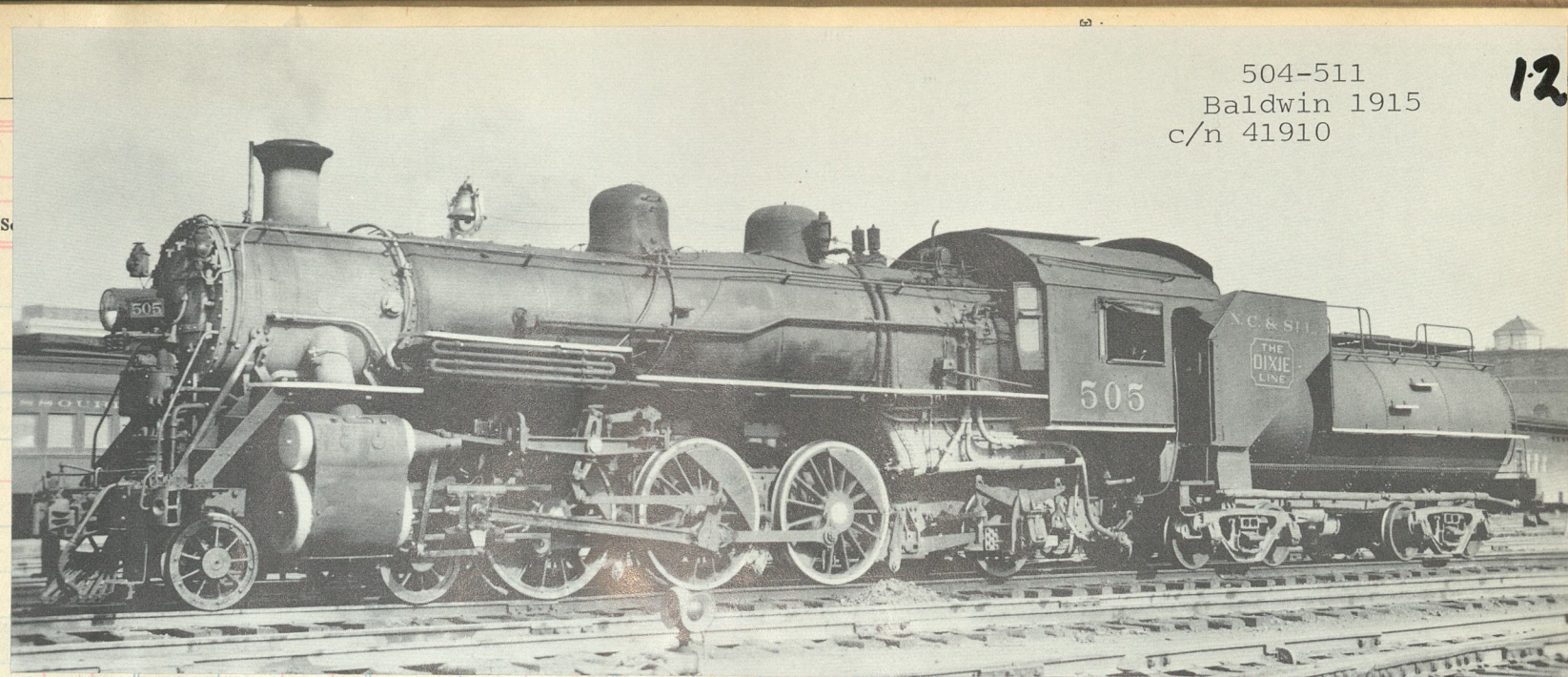
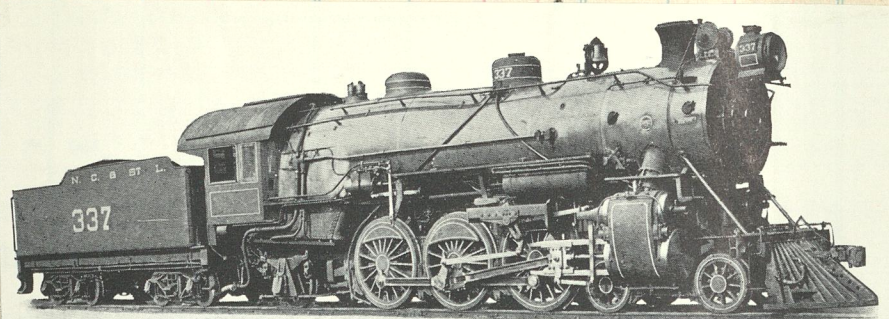


THE "DIXIE FLYER" ON CUMBERLAND MOUNTAIN.

(1924)



New All-Steel Dining Car Built by the Pullman Car & Mfg. Co. for the N. C. & St. L. Ry.

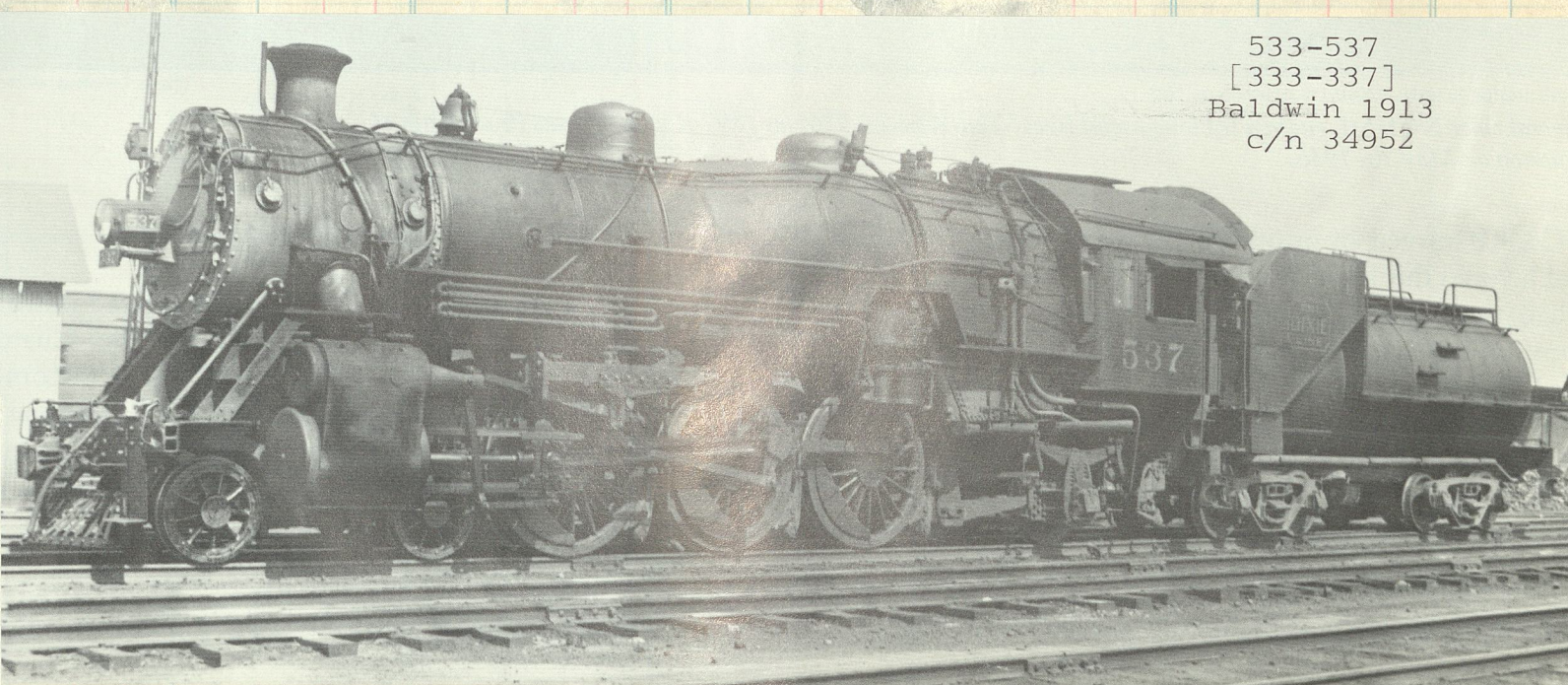
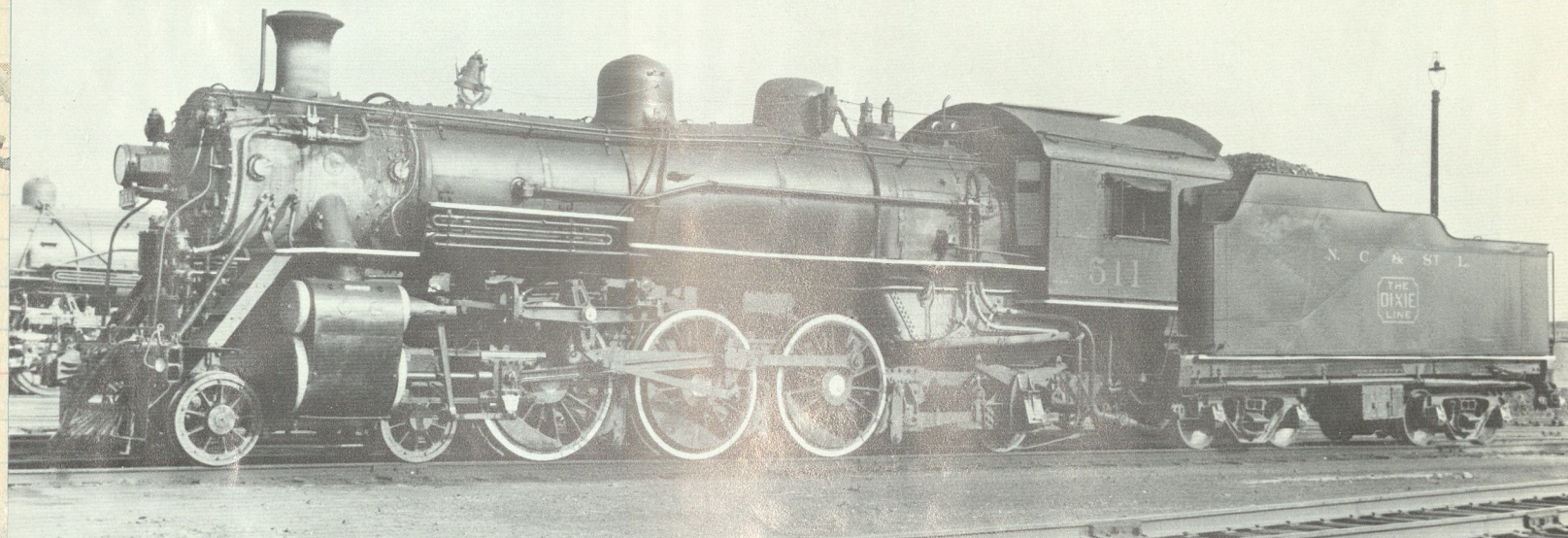


504-511
Baldwin 1915
c/n 41910

128

The final Pacific for the NC&StL

c/n 42613



533-537
[333-337]
Baldwin 1913
c/n 34952

THE LOOKOUT, a local of charming consist, gallops down from the summit of the Cumberlands as it descends Cowan Hill with Pacific 532 keeping the air pumped up. Bringing up the markers is a cafe-parlor-observation, complete with a tail sign and brass railing. What would we pay for a ticket now?

The "LOOKOUT"

FROM NASHVILLE TO NEW YORK
AIR-CONDITIONED SLEEPING, DINING CARS AND COACHES
AIR-CONDITIONED CAFE COACH BETWEEN
Nashville and Chattanooga

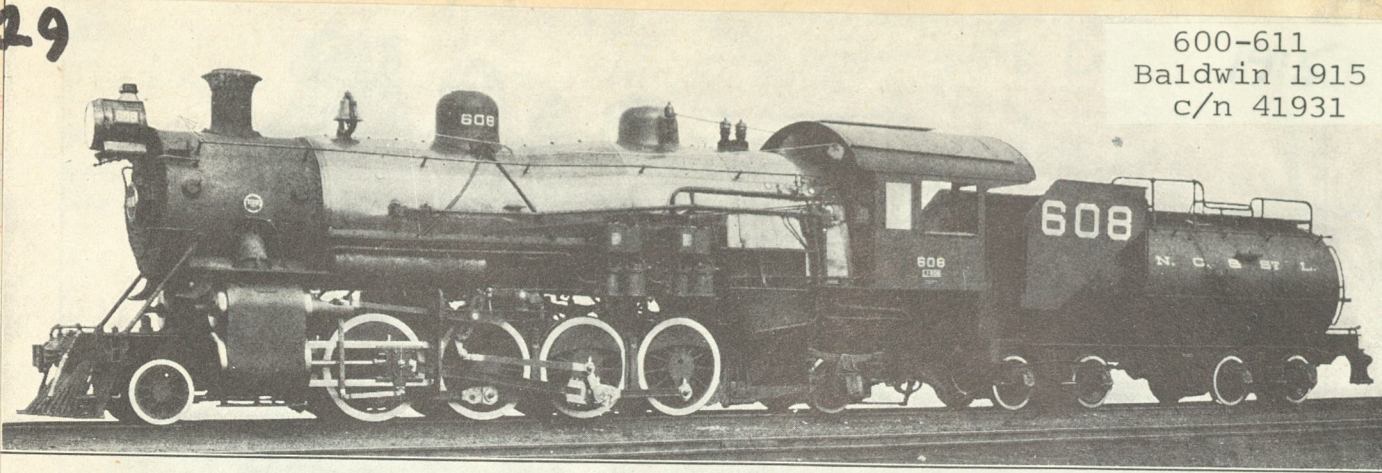
Eastbound	Daily Schedule	Westbound
2 10 PM	Lv Nashville..C. T.....(N. C. & St. L. Ry.)...Ar	1 35 PM
6 40 PM	Ar Chattanooga.....(N. C. & St. L. Ry.)...Lv	9 10 AM
9 50 PM	Ar Knoxville.....(Southern Ry.).....Lv	6 05 AM
1 30 AM	Ar Bristol.....(Southern Ry.).....Lv	2 25 AM
7 50 AM	Ar Lynchburg..E. T.....(N. & W. Ry.).....Lv	9 50 PM
12 35 PM	Ar Washington.....(Southern Ry.).....Lv	4 50 PM
1 43 PM	Ar Baltimore.....(Penna. R. R.).....Lv	3 45 PM
3 13 PM	Ar Phila., Pa. (30th St. Sta.) (Penna. R. R.).....Lv	2 14 PM
5 10 PM	Ar New York.....(Penna. R. R.).....Lv	12 30 PM

Drawing-Room Open-Section Sleeping Car between Nashville and New York.
Lounge Sleeping Car between Chattanooga and Washington, D. C.
Dining Car for all meals. Air-Conditioned Cafe Coach between Nashville and Chattanooga. Coach service Air-Conditioned.
Connections made at Nashville with fast trains Nos. 5 and 6 from and to West Tennessee-West Kentucky points.

Try the
Air-
Conditioned
Observation
Cafe-Coach
Between
Nashville
and
Memphis
Also on the
Lookout
Between
Nashville
and
Chattanooga

530-532
[330-332]
Baldwin 1912
c/n 37415





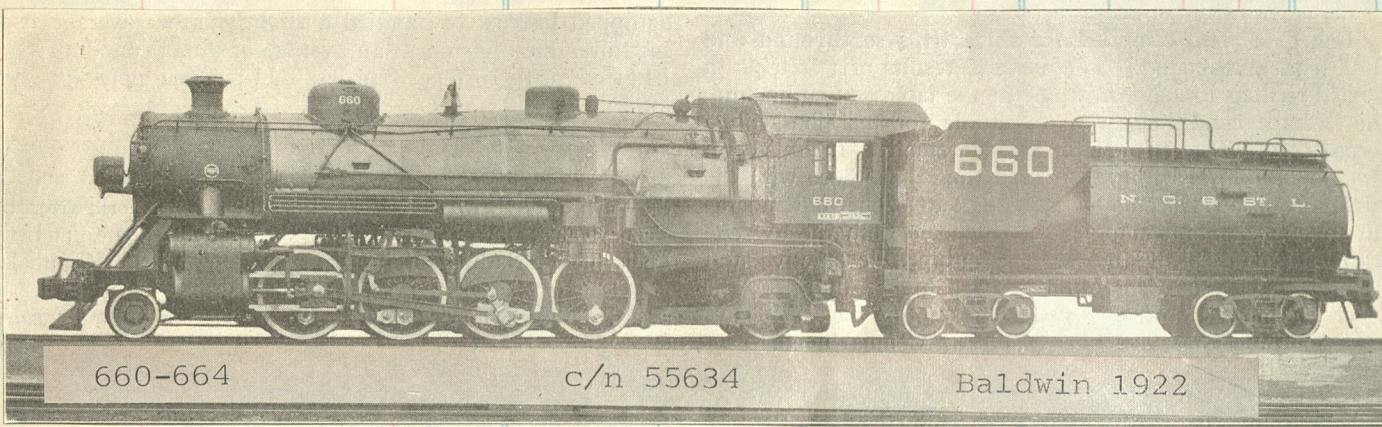
600-611
Baldwin 1915
c/n 41931

Fig. 37—Mikado (2-8-2) Locomotive for Freight Service. Built for the Nashville, Chattanooga & St. Louis by the Baldwin Locomotive Works. Cylinders, 25 in. x 30 in. Steam Pressure, 180 lbs. Dia. Drivers, 58 in. Tractive Effort, 49,400 lbs. Heat Sur.—Tubes, 3,553 sq. ft.; Firebox, 251 sq. ft.; Total, 3,804 sq. ft.; Sup. Heat Sur., 840 sq. ft. Grate Area, 66.6 sq. ft. Wheel Base—Driving, 15 ft 9 in.; Total, 34 ft 4 in. Weight on Drivers, 205,000 lbs. Total Weight of Engine, 264,000 lbs. Fuel, Soft Coal.



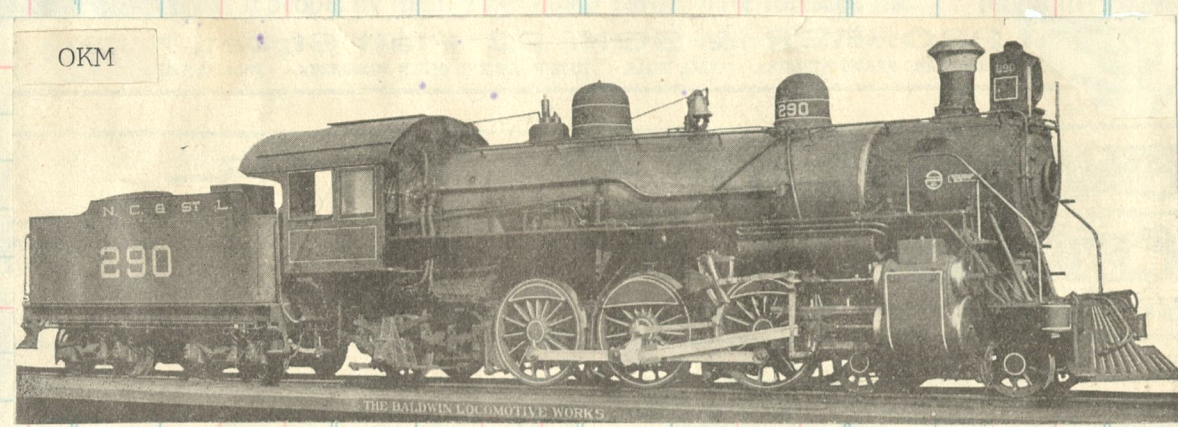
A Modern Mallet and an "Old Timer." Both in Service on the N. C. & St. L.—Photo by Keystone.

The little "Tennessee" and her big brother #902



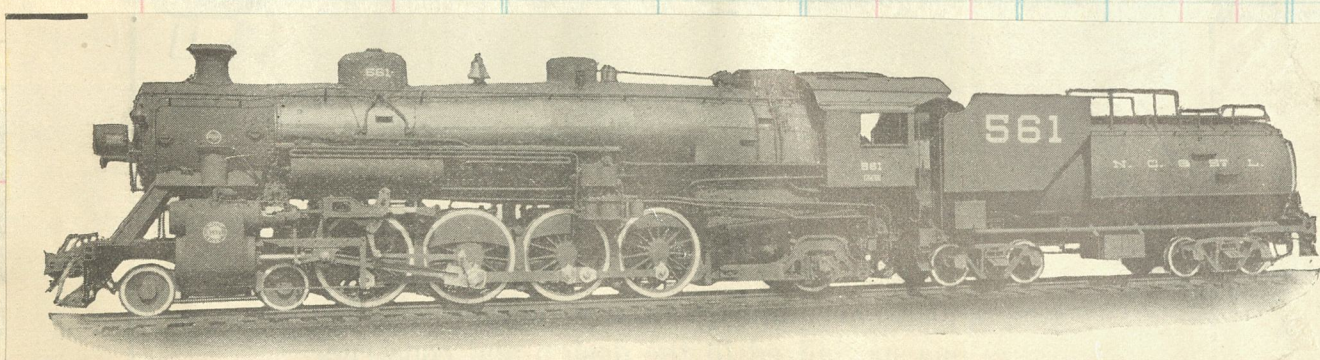
660-664 c/n 55634 Baldwin 1922

MIKADO TYPE LOCOMOTIVE FOR FREIGHT SERVICE
Cylinders, 26" x 30"
Driving wheels, diameter, 63"
Steam pressure, 200 lb.
Grate area, 66.7 sq. ft.
Water heating surface, 3,694 sq. ft.
Superheating surface, 1,060 sq. ft.
Weight on drivers, 222,750 lb.
Weight, total engine, 296,280 lb.
Tractive force, 54,800 lb.

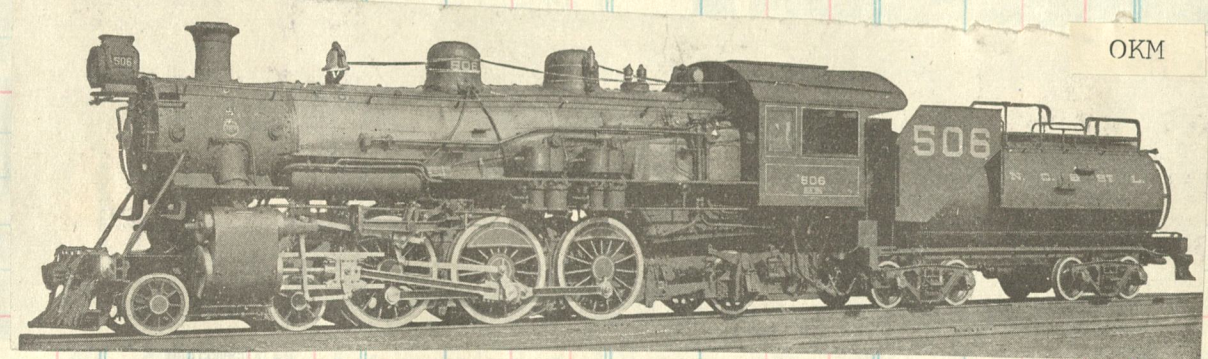


OKM

#290 built as 4-6-0 by Baldwin in 1909 c/n 33972. Rebuilt to 4-6-2 in 1912, later renoed #500.

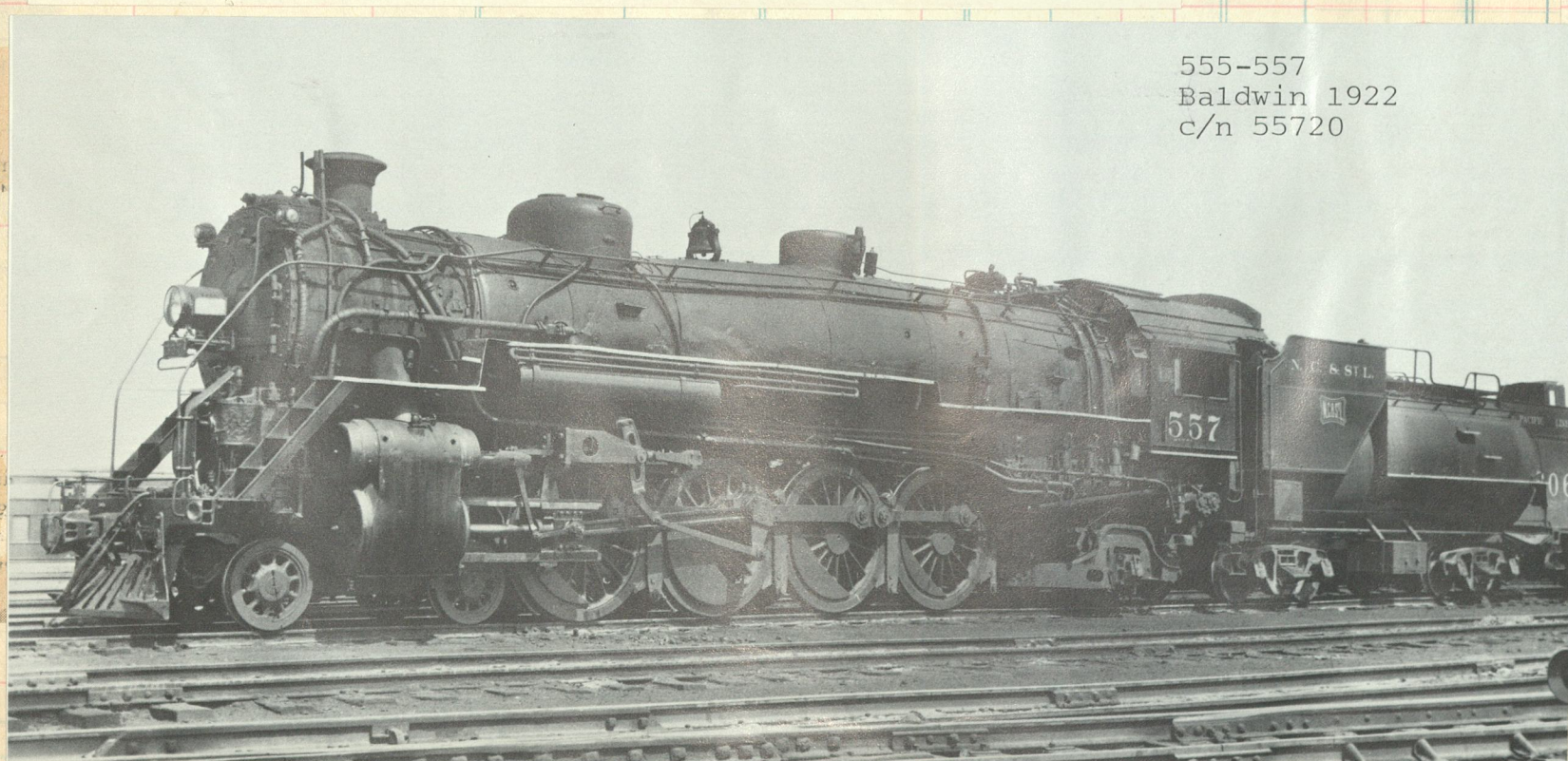


558-562 c/n 58389 Baldwin 1925

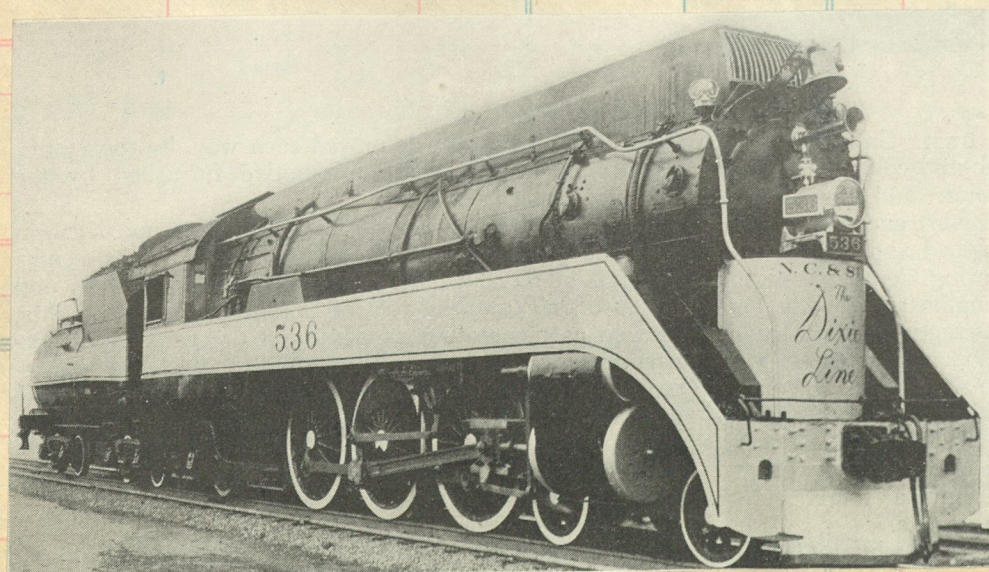
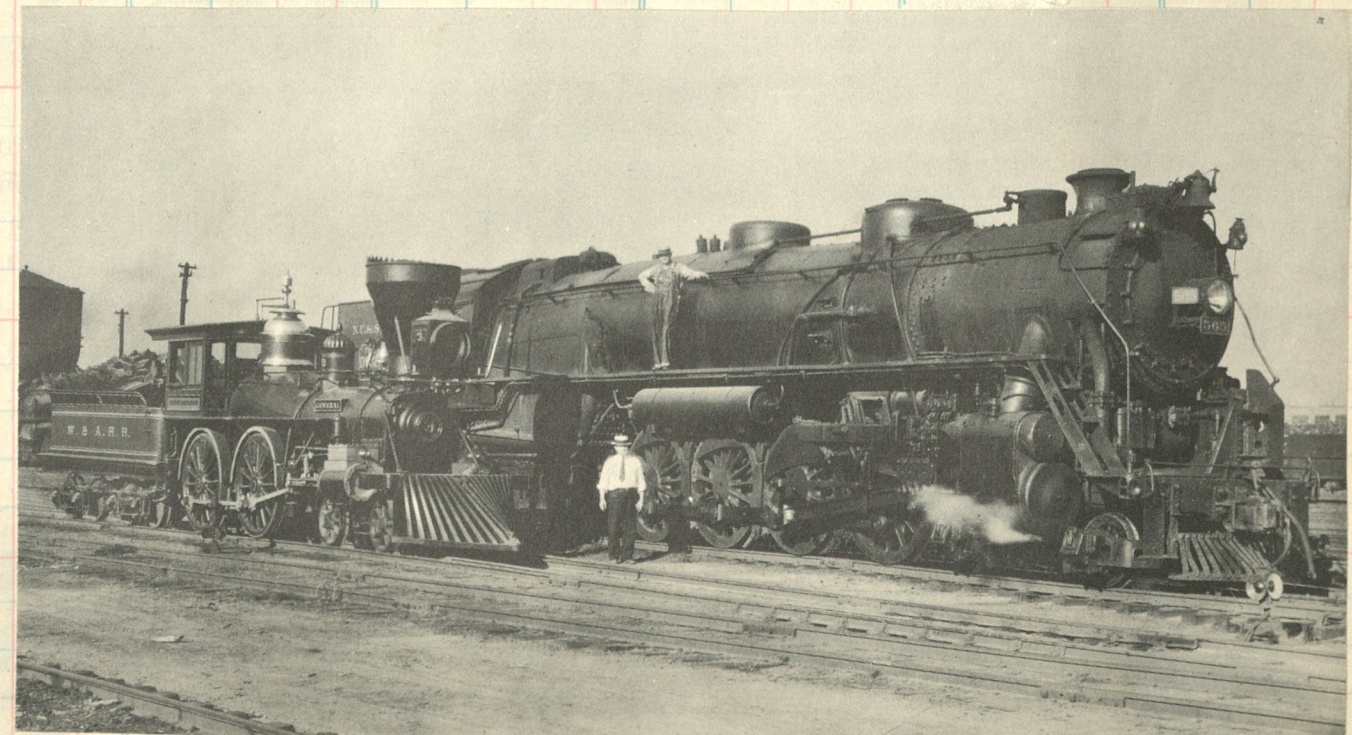


OKM

504-511 c/n 41911 Baldwin 1915

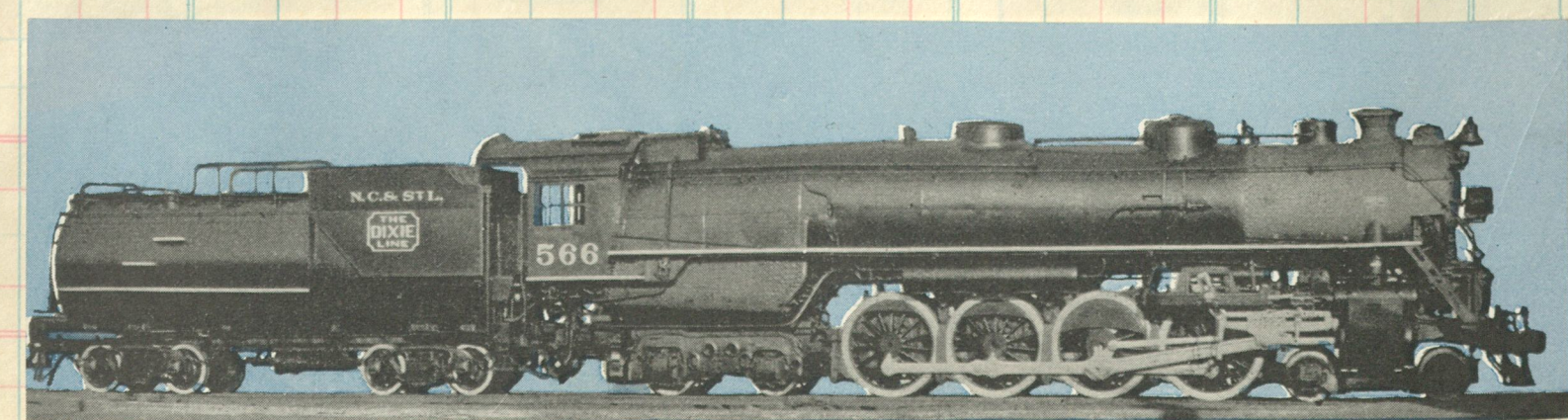


555-557
Baldwin 1922
c/n 55720

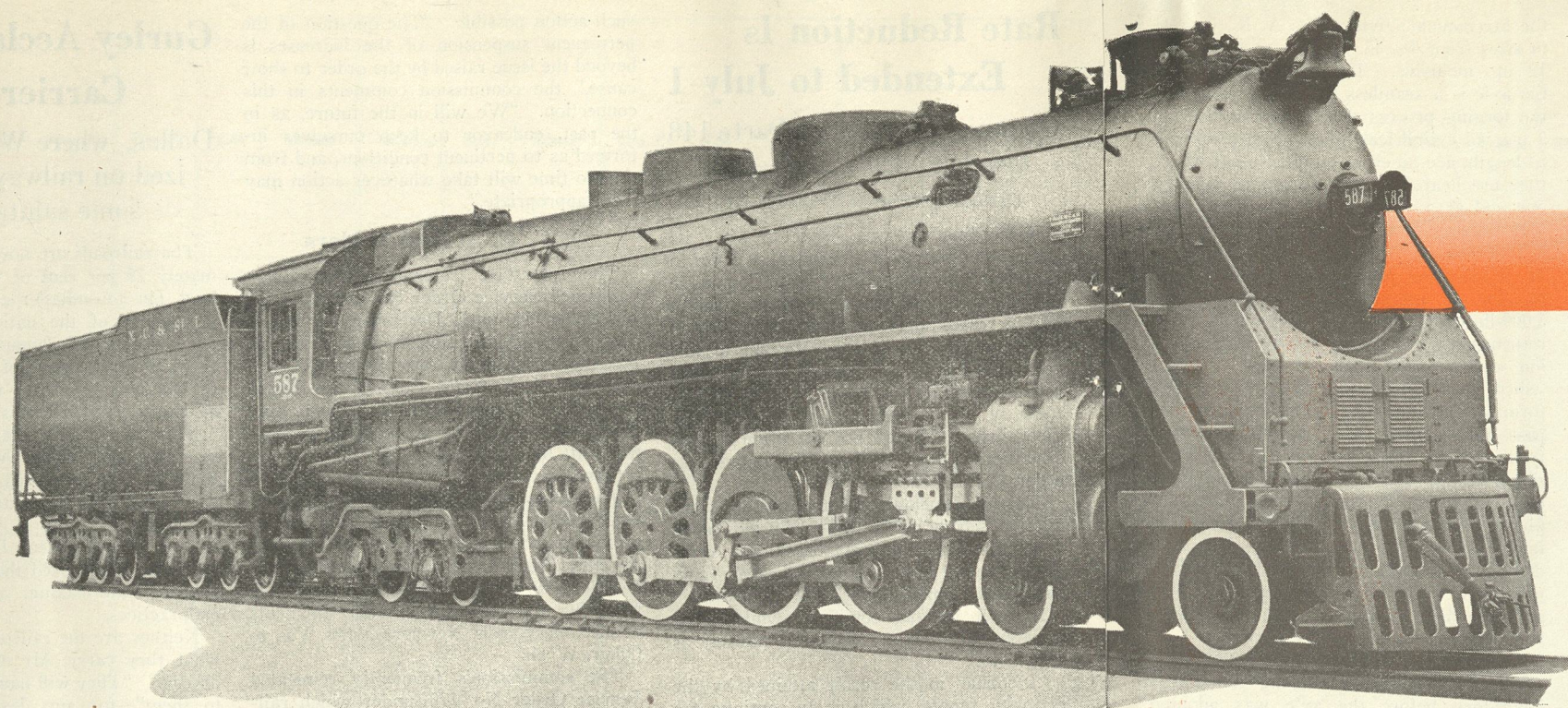


Another Streamline Steam Locomotive for the Dixie Flagler —A Nashville, Chattanooga & St. Louis Pacific Type

1940



565-569 c/n 68282 Schenectady 1930



THE DIXIE LINE

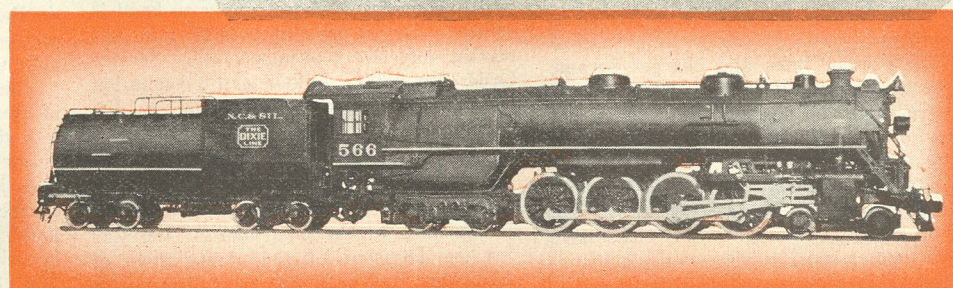
5

Delivered in March

1930

565 - 569

c/n 68282



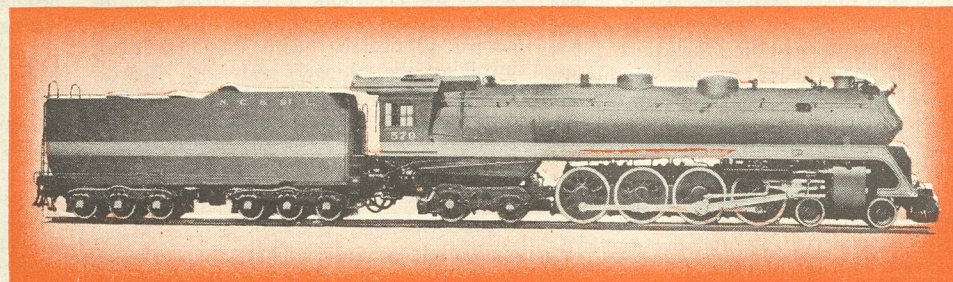
10

Delivered in July

1942

570 - 579

c/n 69789



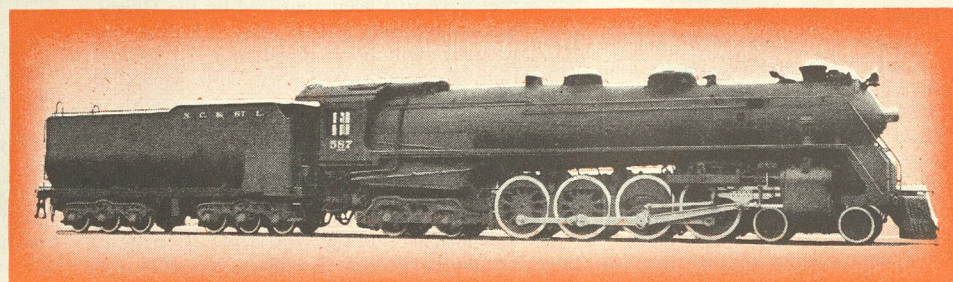
10

Delivered in September

1943

580 - 589

c/n 70836



The Nashville, Chattanooga and St. Louis Railway placed in service in 1930 five 4-8-4 type Alco locomotives. A steady increase in traffic created a vital need for more motive power. As a result ten improved 4-8-4 type locomotives were delivered to this road by Alco in July, 1942, and only recently, in September, 1943, Alco delivered ten more.

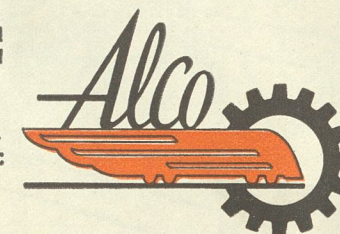
Right now the railroads are handling the heaviest traffic on record. Powerful steam locomotives of proven design are in large measure responsible for this outstanding performance.

Locomotive Characteristics

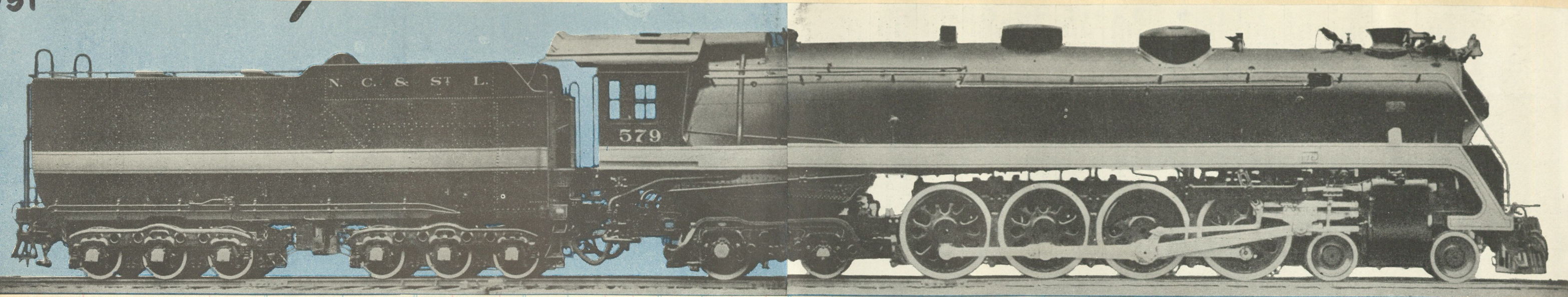
Weight on Drivers	228,000 Lb.	Boiler Pressure	250 Lb.
Weight of Engine	399,000 Lb.	Tractive Power	57,000 Lb.
Cylinders	25 x 30 Ins.	Tender Capacity, Fuel	16 Tons
Diameter of Drivers	70 Ins.	Tender Capacity, Water	15,000 Gals.

AMERICAN LOCOMOTIVE

MANUFACTURERS OF MOBILE POWER

STEAM, DIESEL AND ELECTRIC LOCOMOTIVES, MARINE DIESELS, TANKS,
GUN CARRIAGES & OTHER ORDNANCE

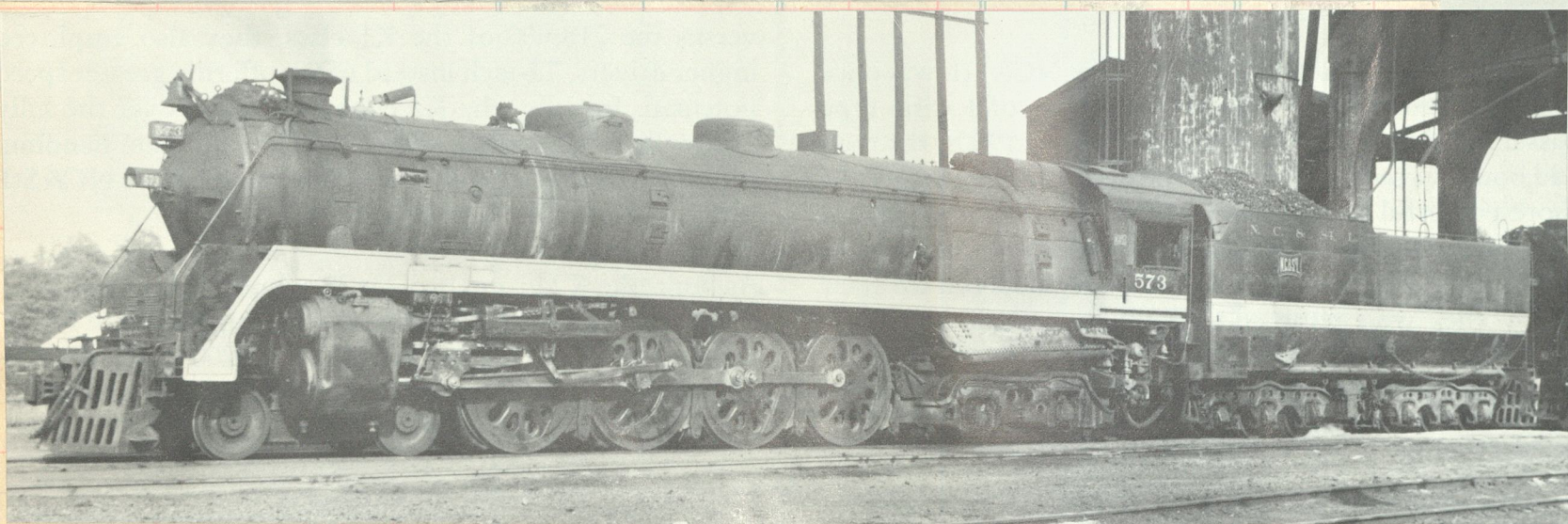
A pair of "Stripes" with a northbound extra roll across the Etowah River south of Cartersville, Ga.



The "Yellow Jackets" 570-579



Removal of the hideous sheet metal nose cone was a definite improvement. #579 with northbound tonnage near Marietta.



Tullahoma, Tenn., October 17, 1943: 4-8-4 575 rolls eastward with a 33-car Nashville-Chattanooga freight.



DIXIE FLYER

1st #95, 14 cars, eng #570, Tullahoma, Tenn



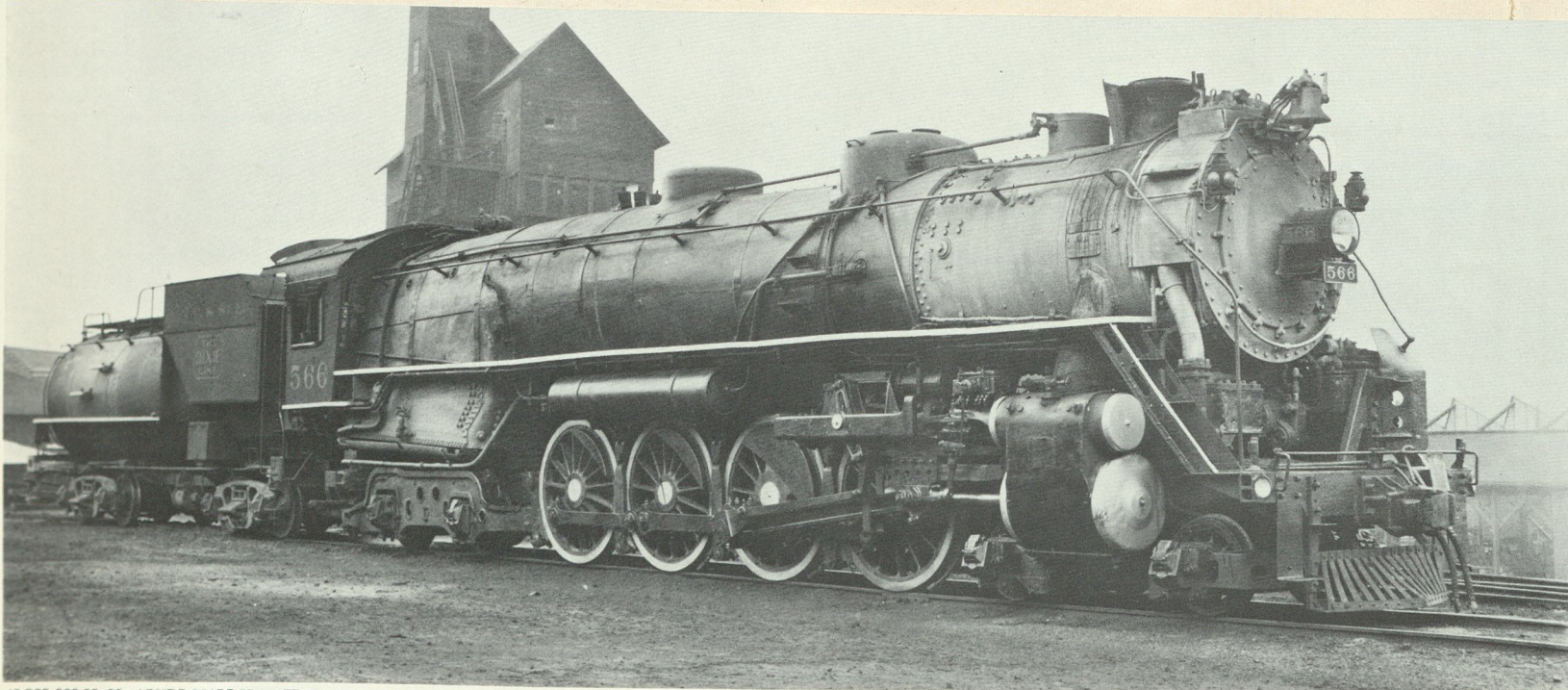
"NC" Dixie on the run

TELLING the world of her ability to keep slack taut at 60 miles an hour, Nashville, Chattanooga & St. Louis 4-8-4 567 hurries

with a Chattanooga-bound freight near Smyrna, Ga., in October 1947. NC&StL merged with Louisville & Nashville in 1958.

David W. Salter.

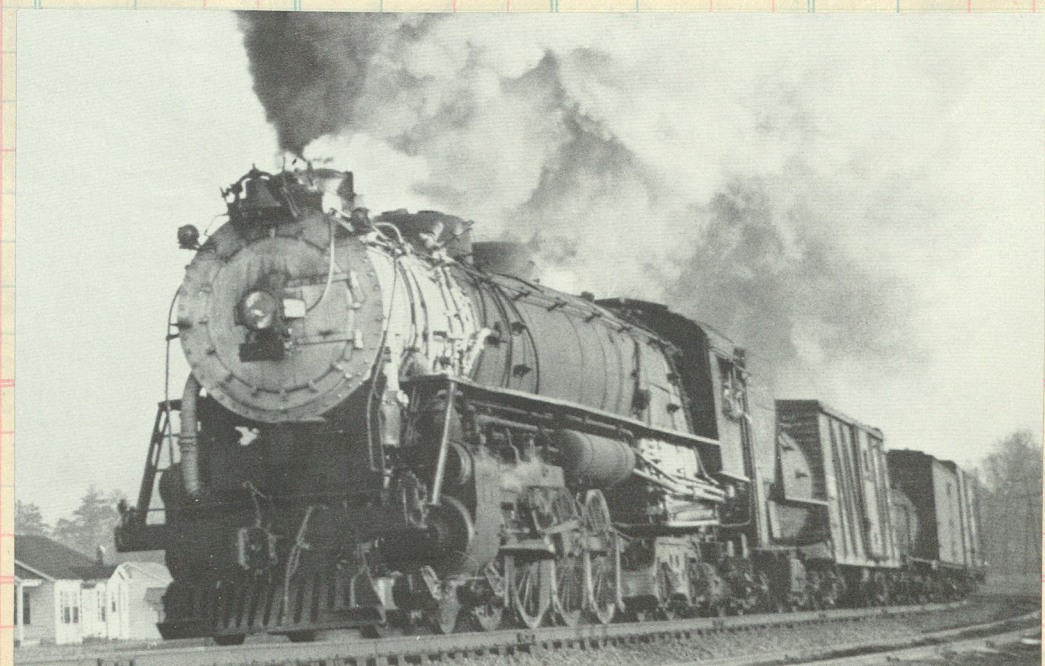
Trains 41



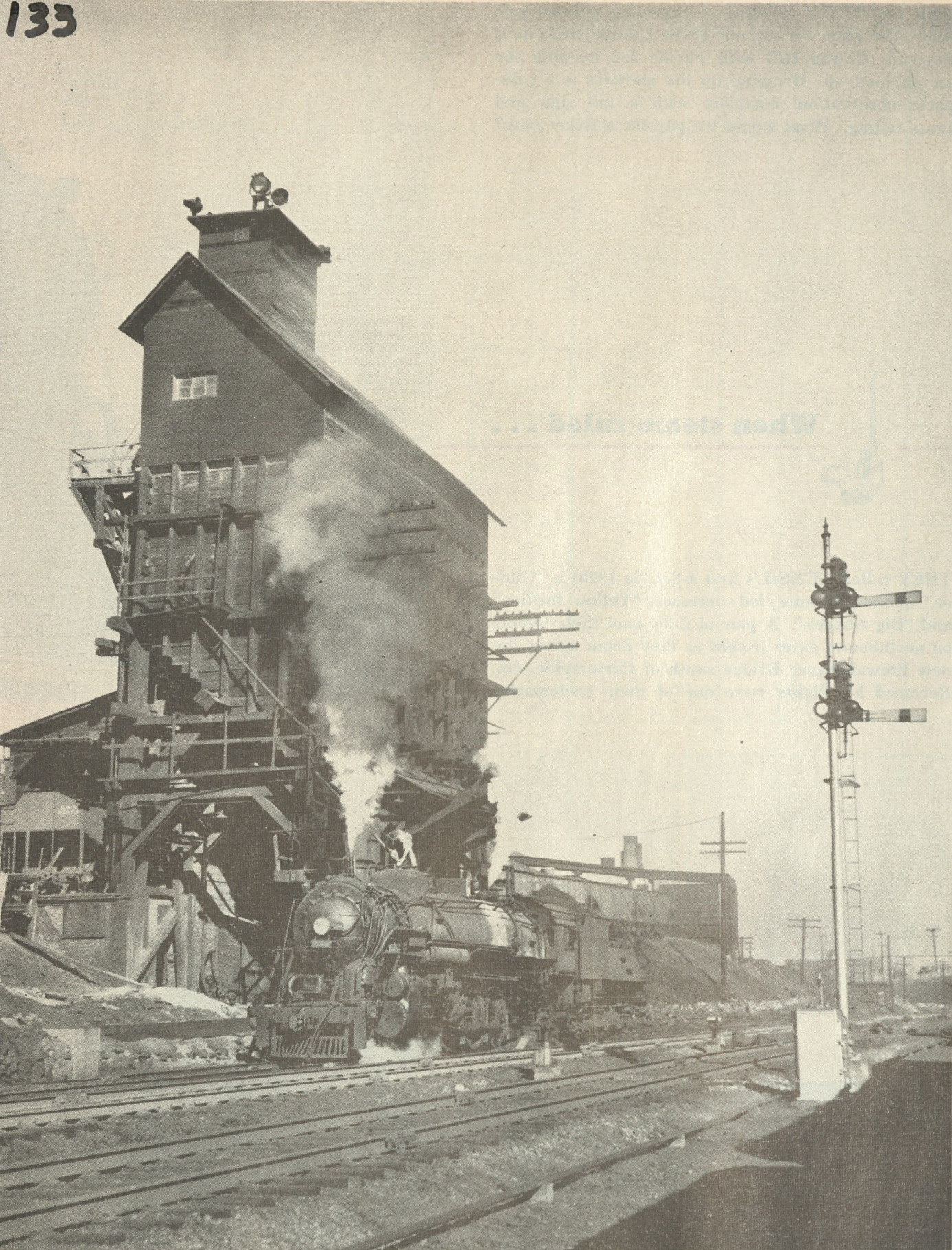
J2 565-569 25x30cyl 70"DR 250BP 57,000TF 381,000wgt Alco-Schen, 1930

James Bowie/Charles E. Winters collection

The J2 4-8-4s of 1930 reflected the best of modern practice, including front-end throttles, Worthington S-type feedwater heaters, outside bearing engine trucks, and cast engine beds. They also carried two long-time NC&StL specialties: capped stacks and spoked engine-truck wheels. Lateral-motion driving boxes on two forward axles aided a smooth performance that earned them the nickname "Gliders." Engine 566, Nashville, May 19, 1940.



Northbound 568 near Smyrna



C. P. Fox.

MOUNTAIN 556 takes on a domeful of sand in Nashville. Dixie Line power, at least until the advent of the J-3's, tended toward chunky, disorderly, al-

together fascinating lines. No. 556, for example, balances a shielded air pump and a feedwater heater pump on her pilot beam, trails a Vanderbilt tank.

Railway Age

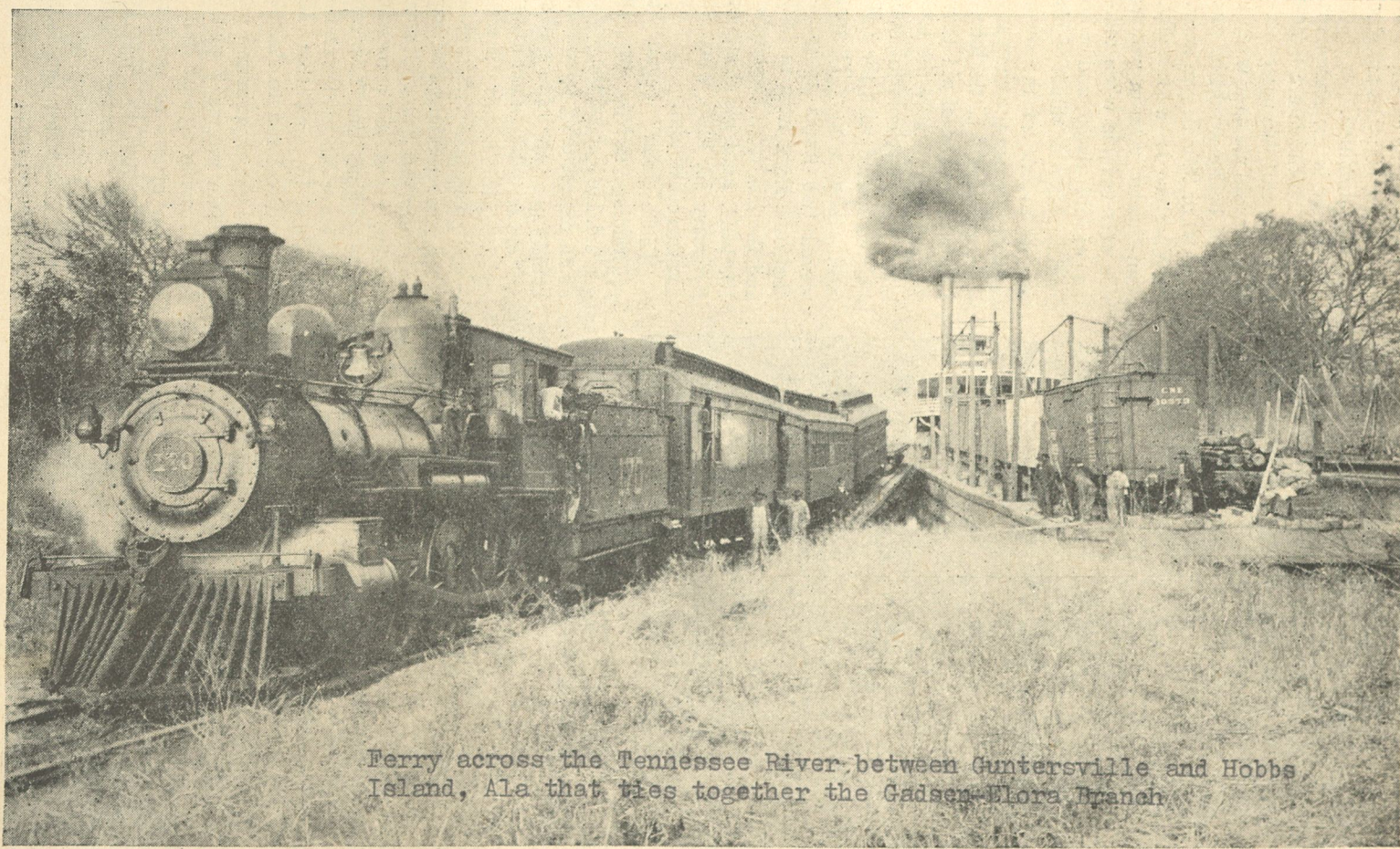
Vol. 74 April 7, 1923 No. 18



On the N. C. & St. L. at Cowan, Tenn.—Photo by Underwood & Underwood

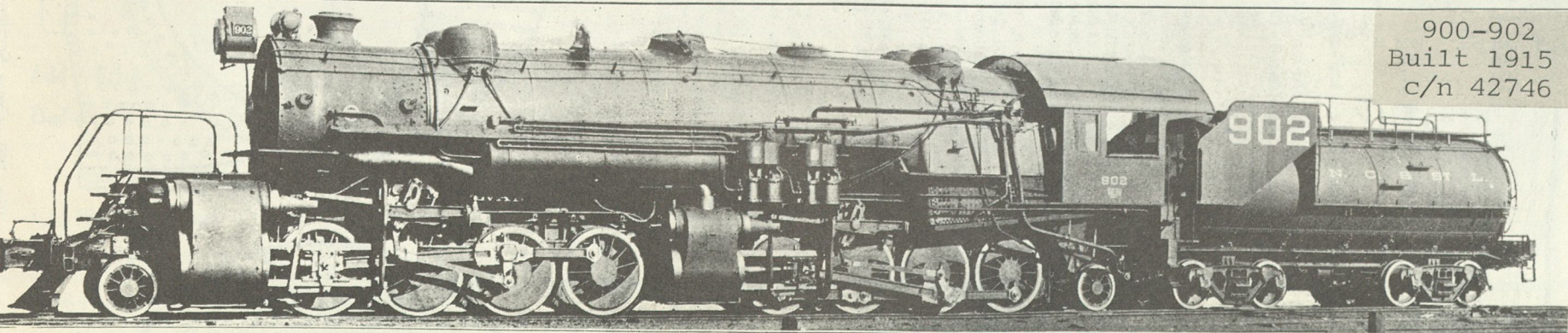


A Mike brings her tonnage into the yard at Nashville



Ferry across the Tennessee River between Gunterville and Hobbs Island, Ala. that ties together the Gadsden-Elora Branch

Ten wheeler #170 originally was Nashville & Chattanooga #64 blt by Rogers 1870. Later noed NC&StL #40, #260, #170.



900-902
Built 1915
c/n 42746

Fig. 102—Mallet Articulated (2-8-8-2) Compound Locomotive for Freight Service. Built for Nashville, Chattanooga & St. Louis by the Baldwin Locomotive Works.

Age.....4 ft. 8 1/2 in.
Cylinders.....27 in. and 41 in. x 30 in.
Steam Pressure.....210 lbs.
Diam. of Drivers.....56 in.
tractive Effort.....99,000 lbs.

Wheel Base, Driving.....40 ft. 4 in.
Wheel Base, Total.....55 ft. 8 in.
Heating Surface, Tubes.....5,044 sq. ft.
Heating Surface, Firebox.....389 sq. ft.
Heating Surface, Total.....5,433 sq. ft.

Heating Surface, Superheater.....1,262 sq. ft.
Grate Area.....85.5 sq. ft.
Weight on Drivers.....430,300 lbs.
Weight, Total.....469,400 lbs.
Fuel.....Soft coal



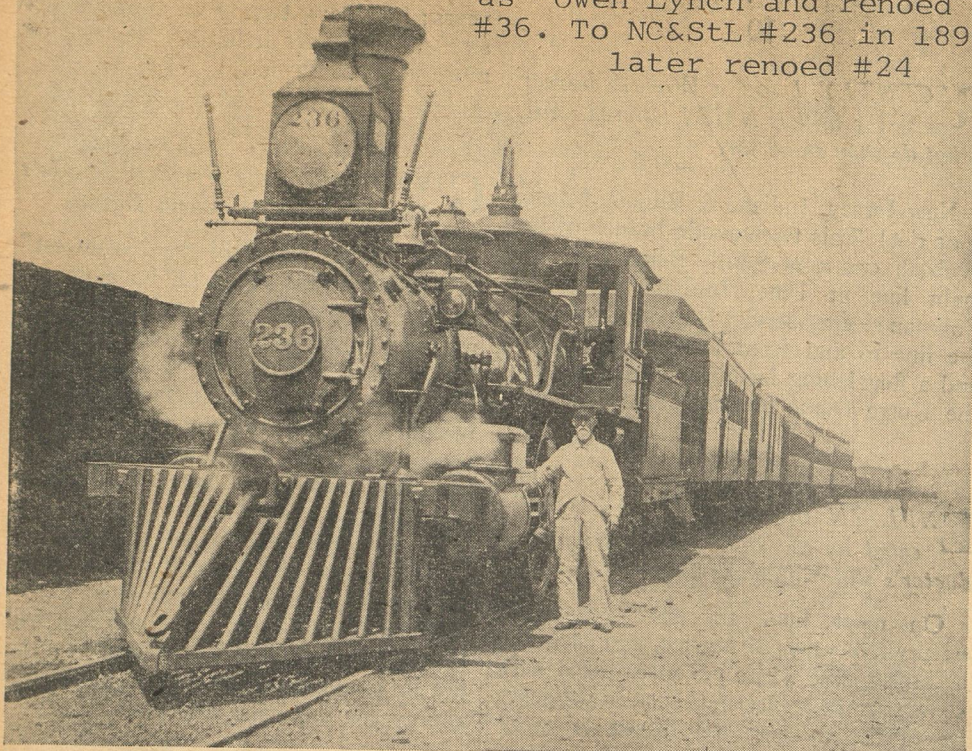
Heavy Pull on the Nashville, Chattanooga and St. Louis Railway

Baldwin Mallet Type locomotive No. 902 and Baldwin Mikado Type locomotive No. 611, hauling train No. Second 45, weighing 1650 tons, up a 2 1/2 per cent. grade combined with three 5 degree reverse curves, on Cumberland Mountain. The train is made up of forty-eight cars.

OKM

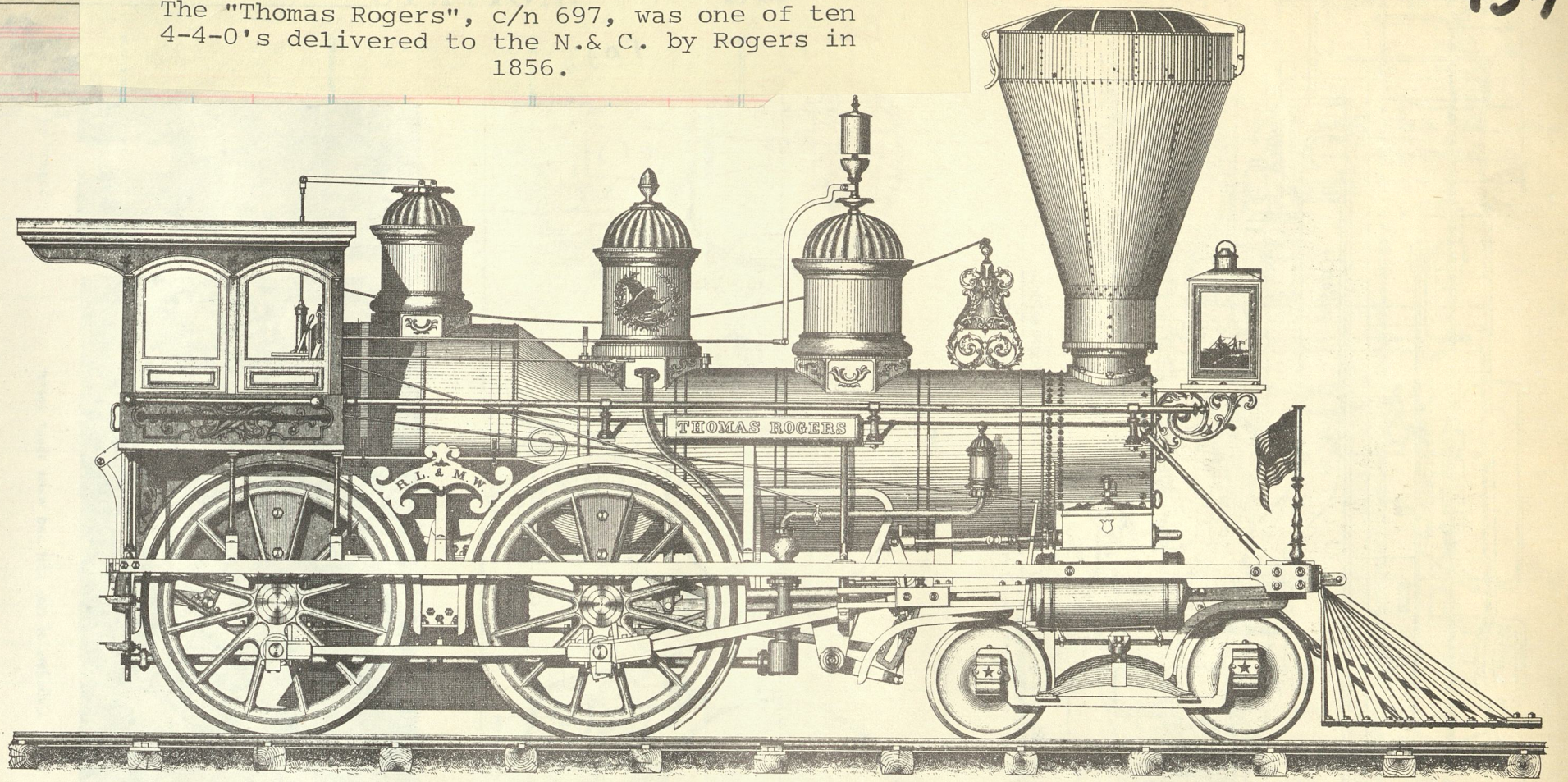
#236 was bilt as Western & Atlantic #80, the 'Gov R. B. Bullock', by Baldwin 1871 c/n 2384. Reblt in 1888 as 'Owen Lynch' and renoed #36. To NC&StL #236 in 1890 later renoed #24

Clos. No.

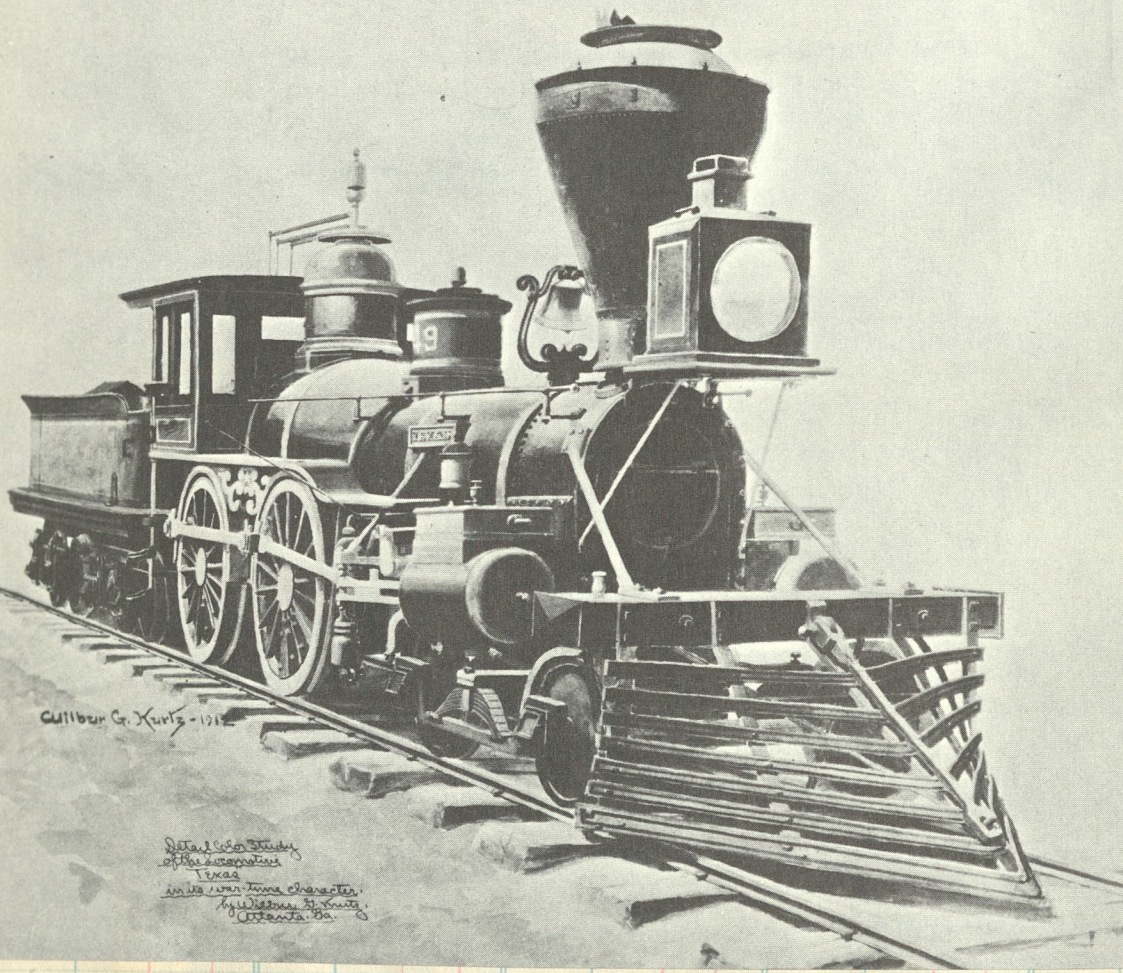


ROME JUNCTION, Ga., interlude. Old W&A cap-stacker posed for an 1898 photo, enroute from Chattanooga to Atlanta

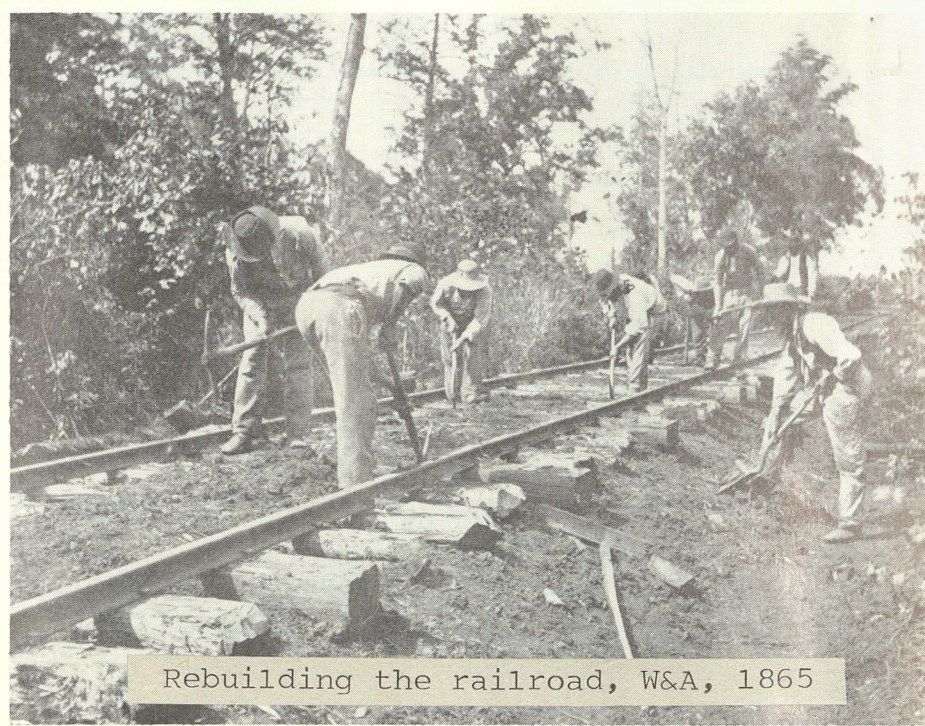
The "Thomas Rogers", c/n 697, was one of ten 4-4-0's delivered to the N. & C. by Rogers in 1856.



Nashville and Chattanooga locomotive Thomas Rogers, built by the Rogers Locomotive and Machine Works, September 1856.

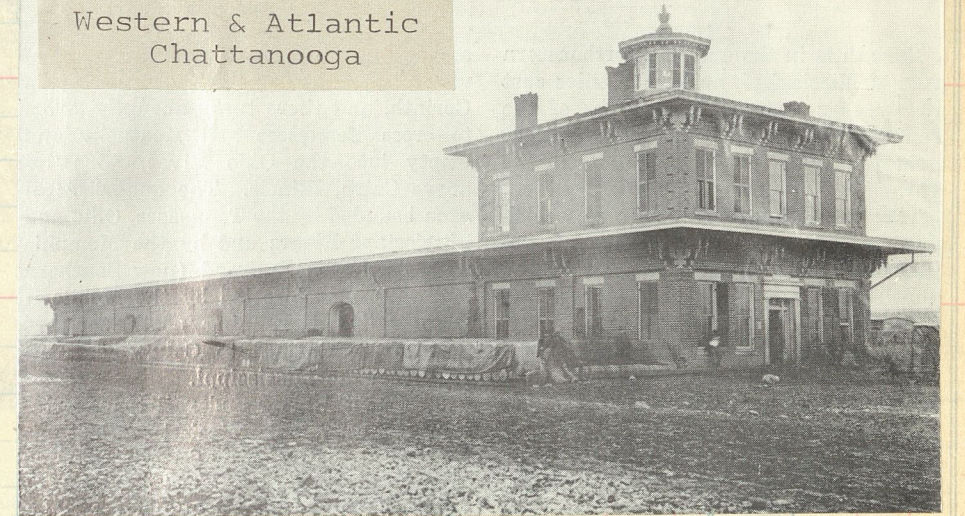


The famous "TEXAS" as she appeared in the early 1860's from a painting by Gilbert Kurtz. Was #49 of the Western & Atlantic and participated in the 'Great Railroad Chase'. Built by Danforth Cooke in 1856 c/n 79. Renamed CINCINNATI, rebuilt in 1877 and again named TEXAS.



Rebuilding the railroad, W&A, 1865

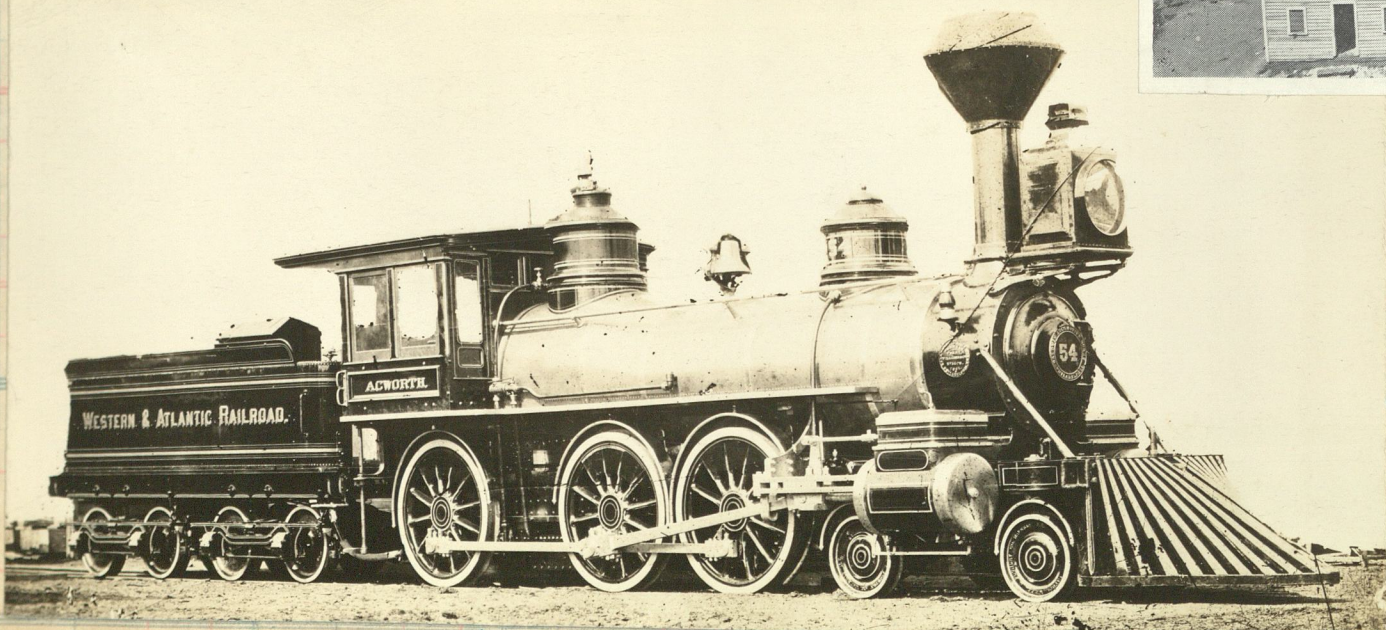
Western & Atlantic Chattanooga



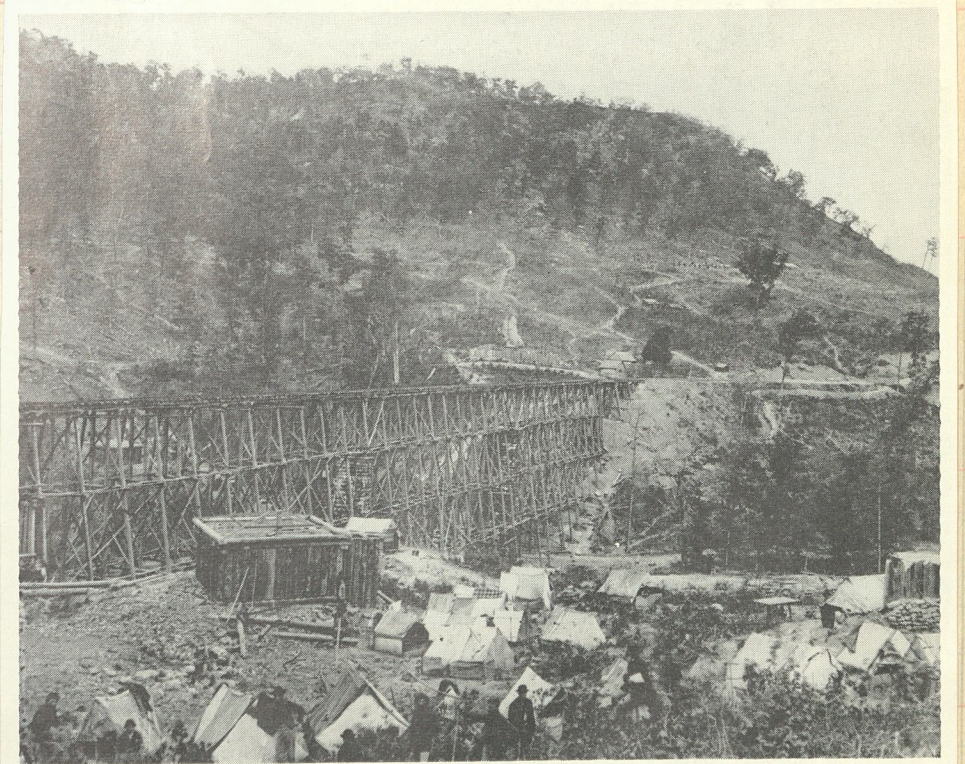
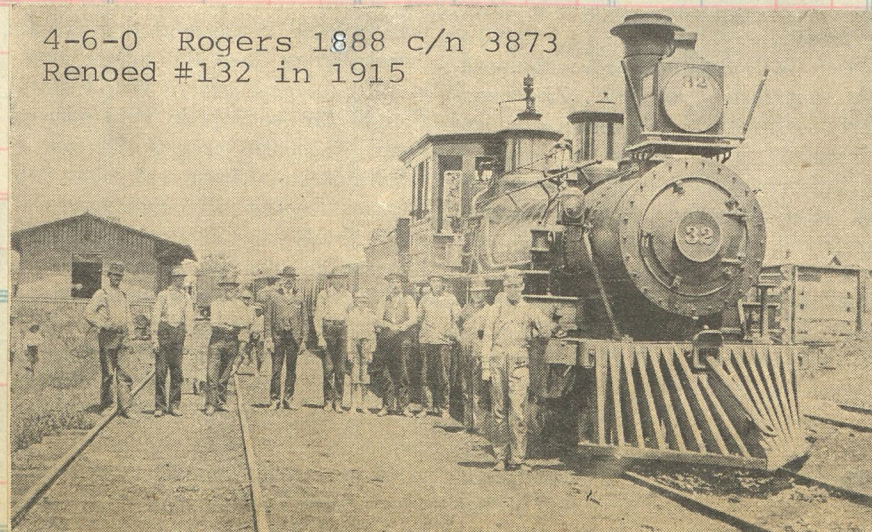
Western & Atlantic Enginehouse at Atlanta 1865



Western & Atlantic 3rd #54, the "ACWORTH", built by Baldwin 1881 c/n 5508. Sold to the Alabama Midland as #7, then S.F. & W. #506. In 1902 to A.C.L. #255, later #1255

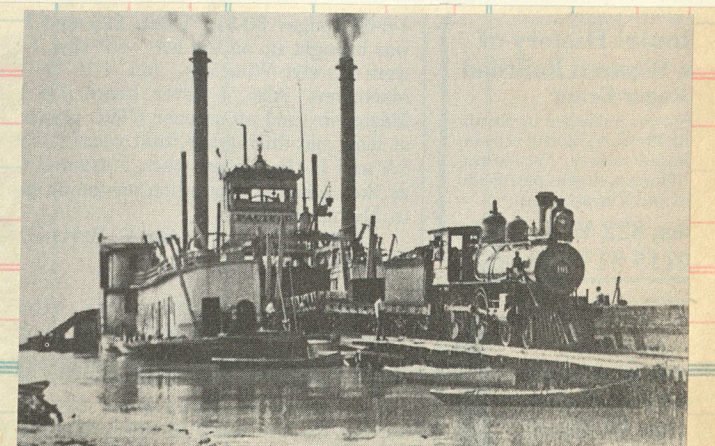


4-6-0 Rogers 1888 c/n 3873
Renoed #132 in 1915



Brady Collection, National Archives

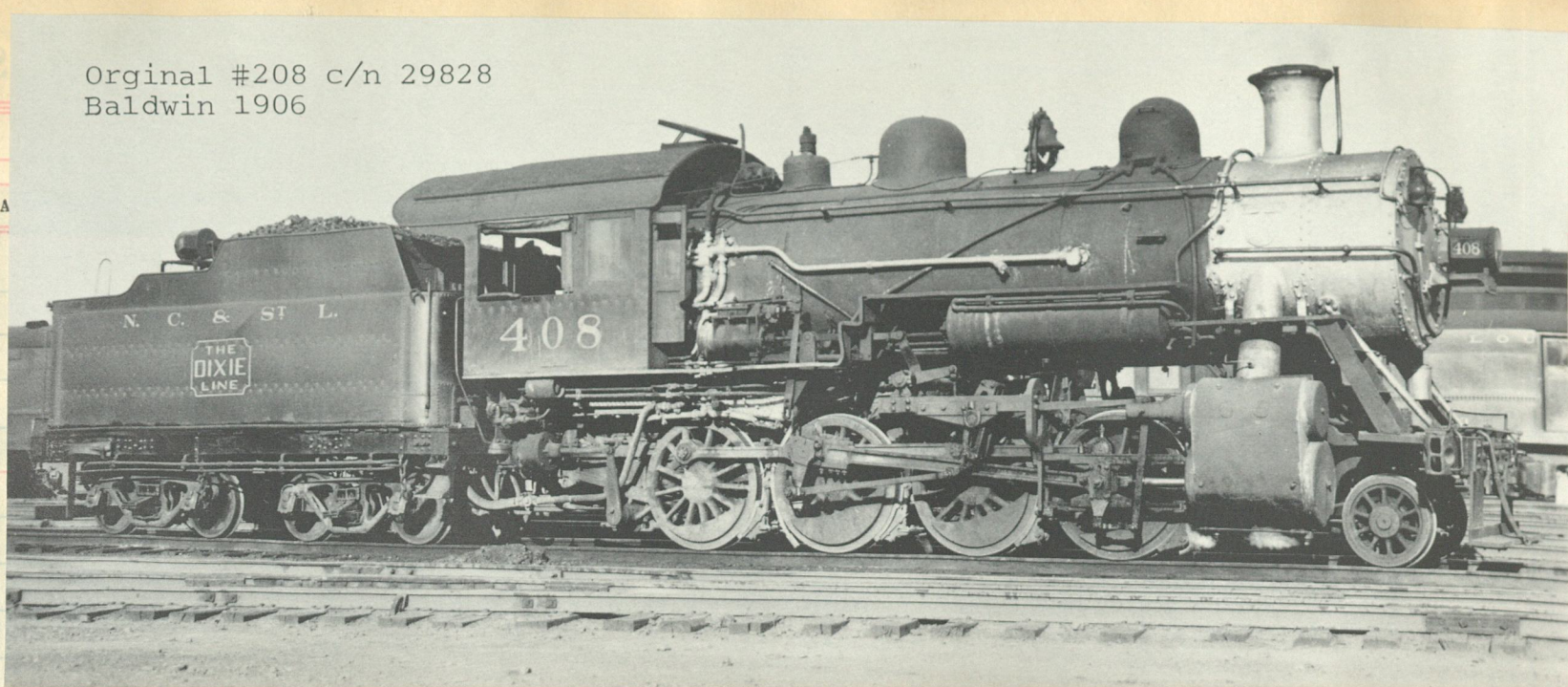
Trestle and Union camp at Whiteside, Tenn., located in the pass in the Raccoon Range 14 miles from Chattanooga on the line of the Nashville & Chattanooga Railroad.



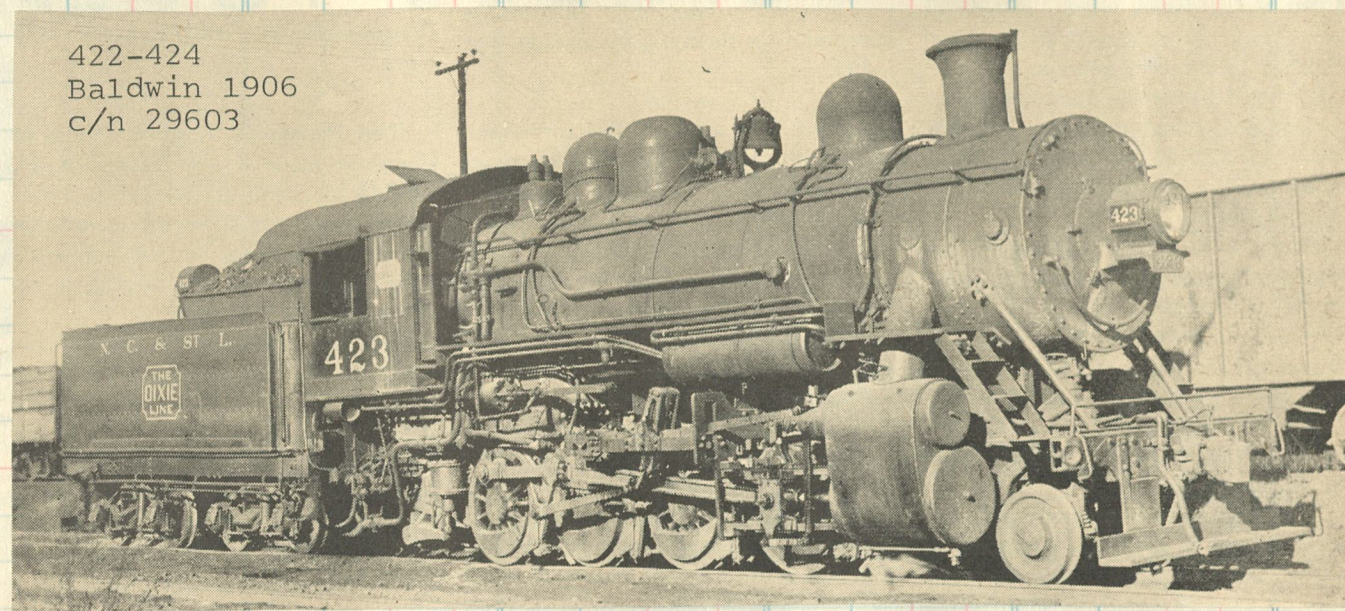
The ferry "Pacific" at Paducah. Eng is #101 bilt by Rogers 1889 c/n 4085



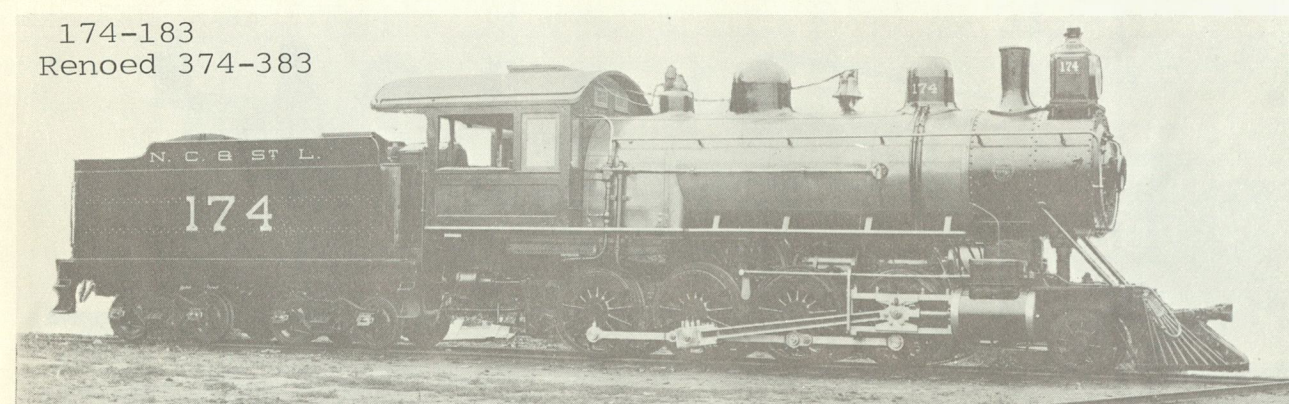
Tracy City coal extra with 2-8-0 No. 395 near Cowan, Tenn. By Hugh M. Comer.



Original #208 c/n 29828
Baldwin 1906

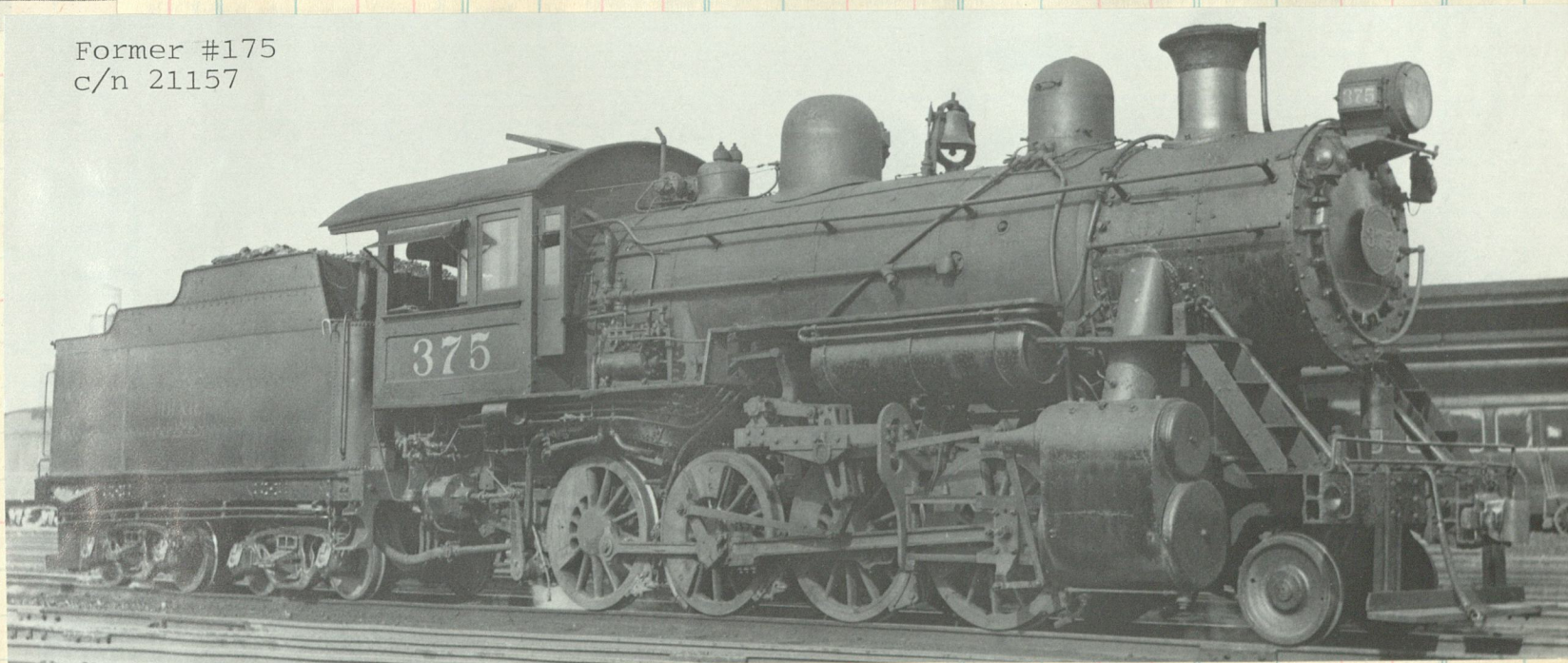


422-424
Baldwin 1906
c/n 29603

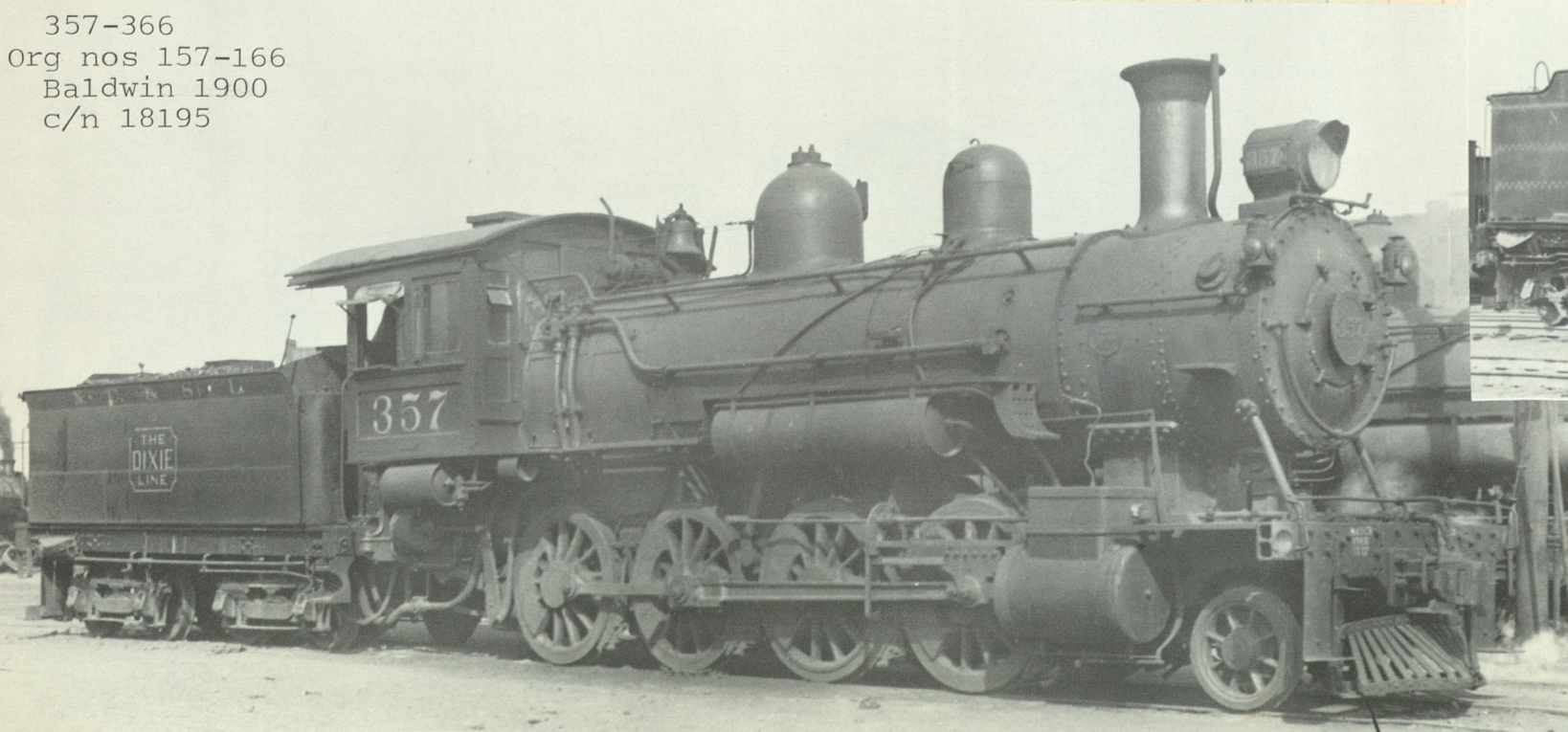


174-183
Renoed 374-383

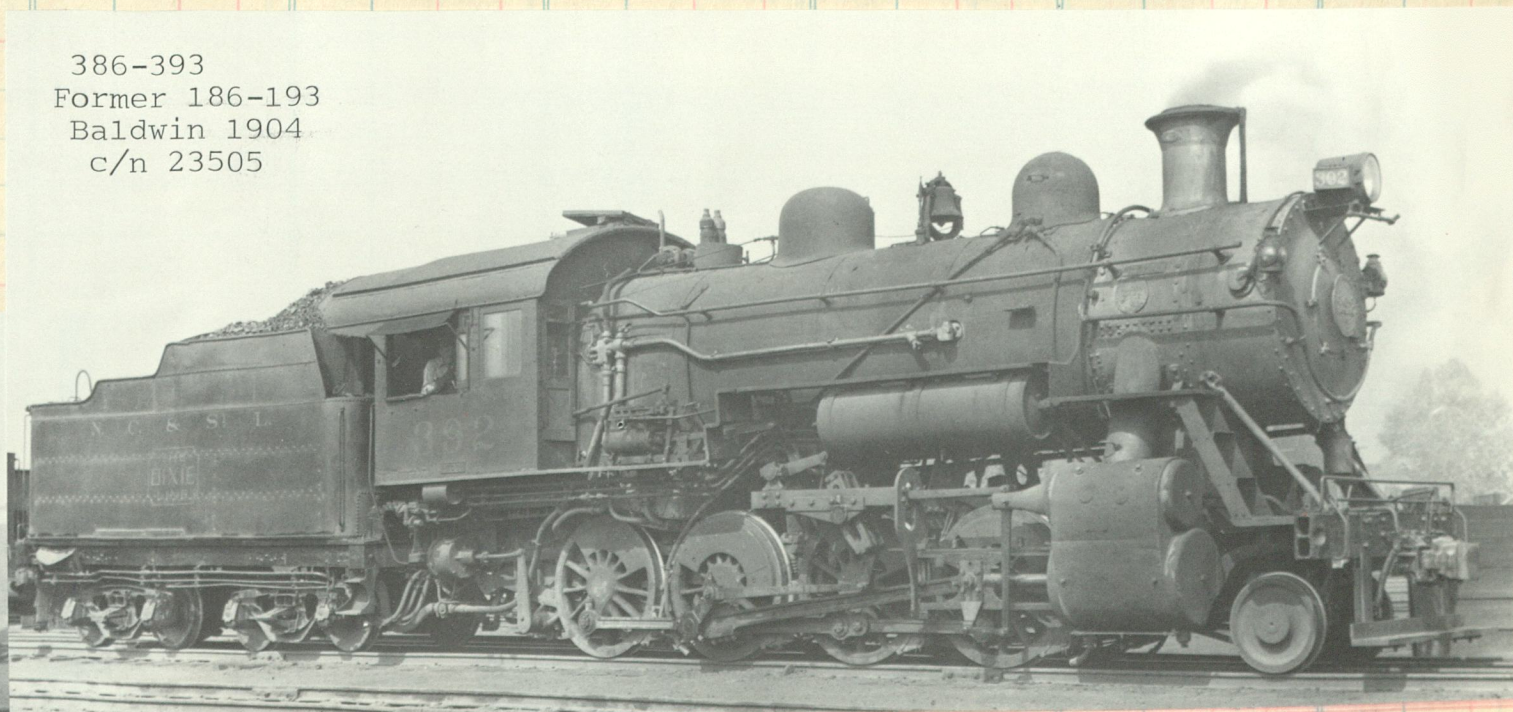
Nashville, Chattanooga & St. Louis #174, 1902, 2-8-0 type. Baldwin c/n 20944



Former #175
c/n 21157

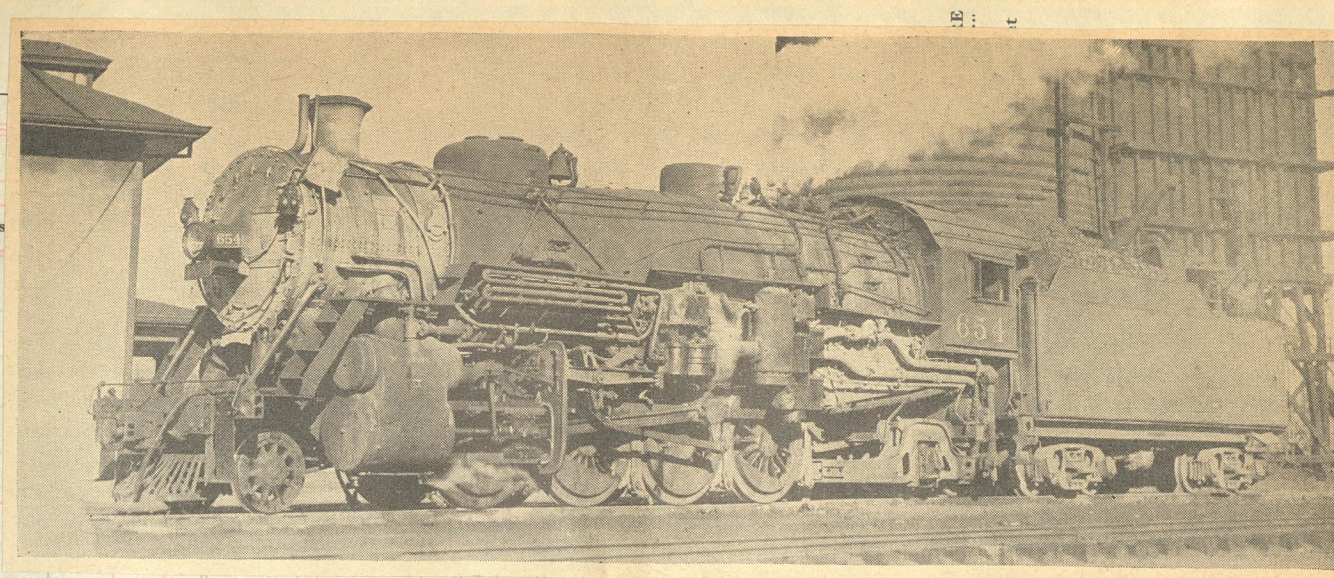
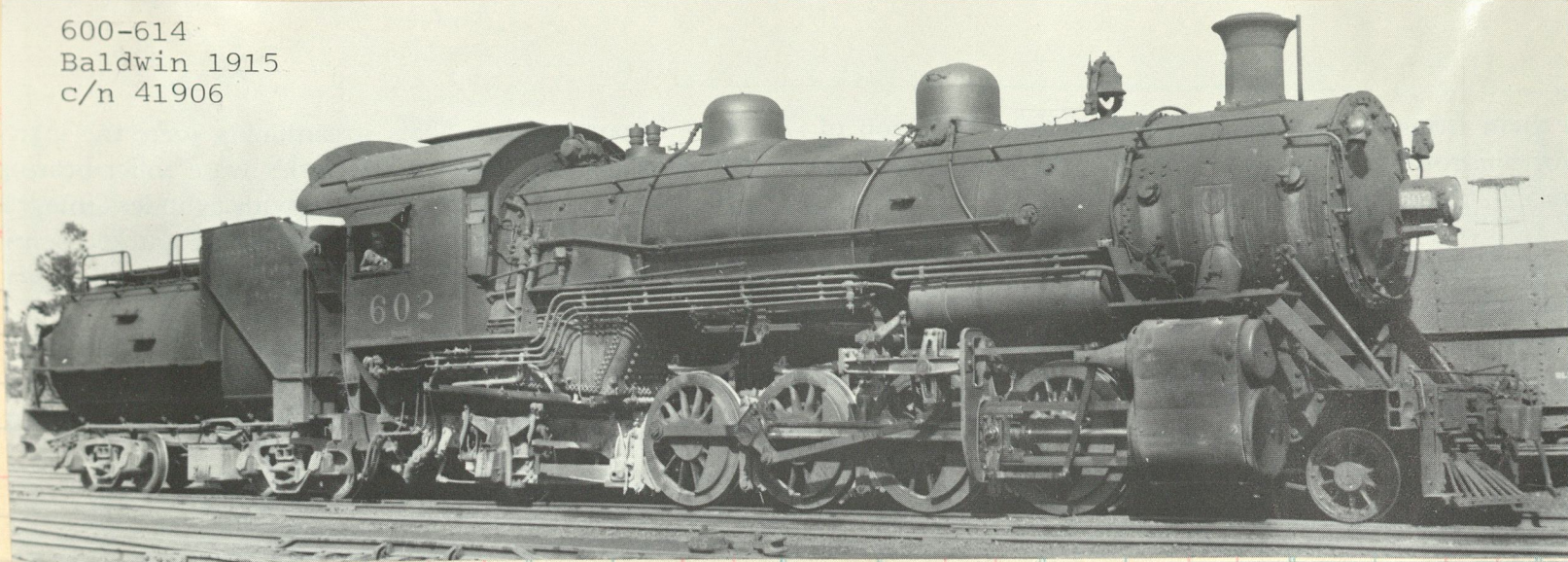


357-366
Org nos 157-166
Baldwin 1900
c/n 18195



386-393
Former 186-193
Baldwin 1904
c/n 23505

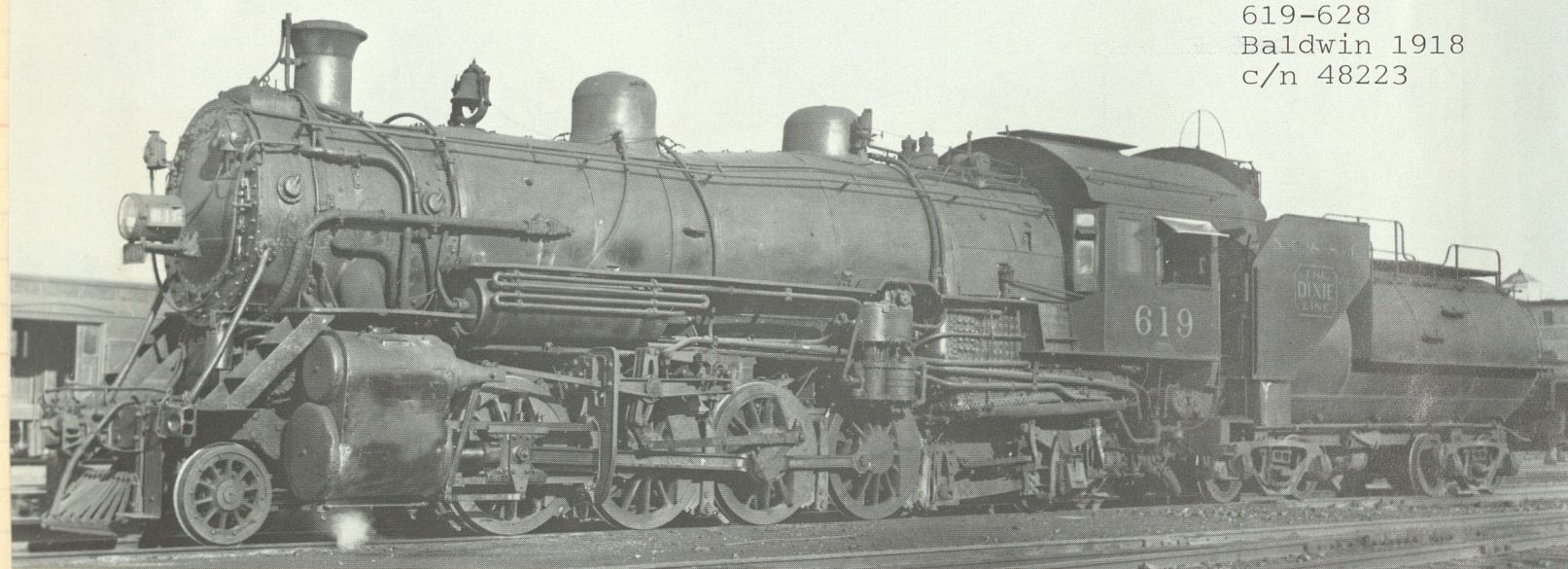
600-614
Baldwin 1915
c/n 41906



136

old Amount

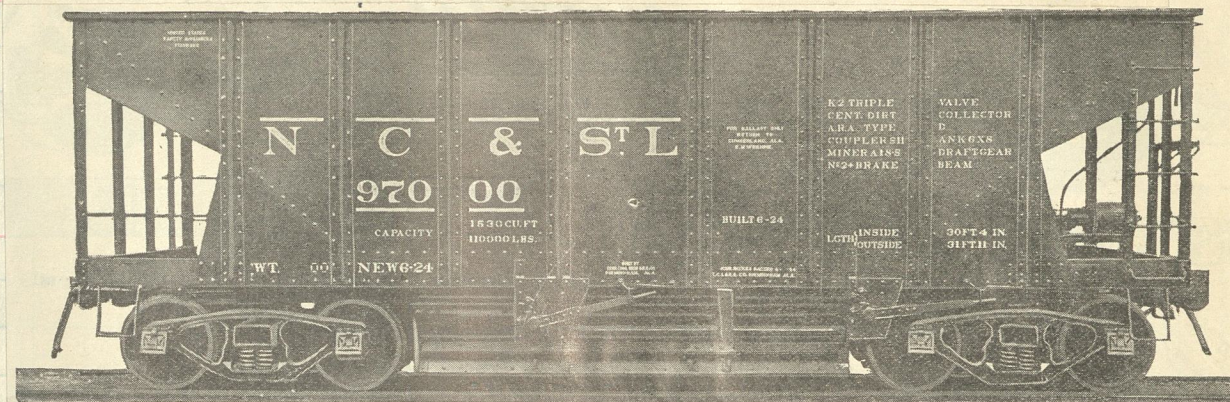
619-628
Baldwin 1918
c/n 48223



Ten Mikes were delivered by Schenectady in 1918
noed 650-659 c/n 59689

Tenn Coal & Iron 1924

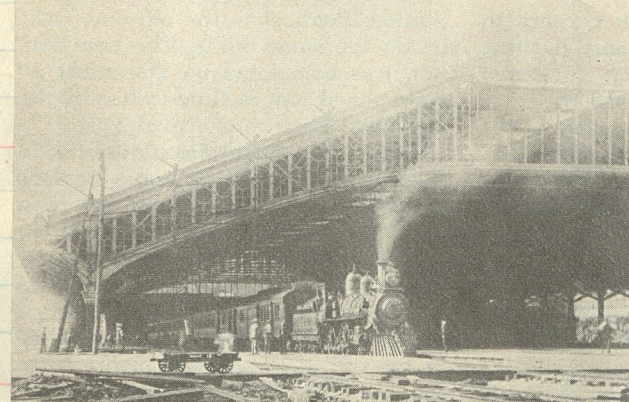
97000-97099



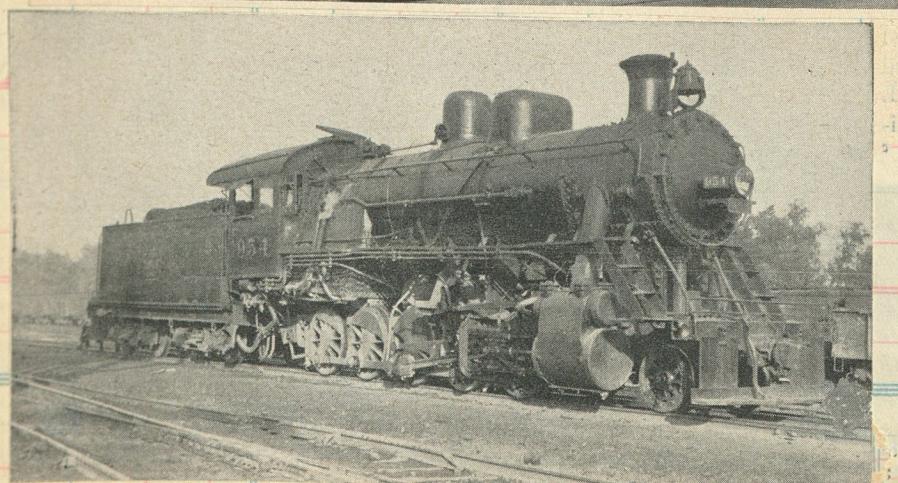
N. C. & St. L. #5 — the City of Memphis —
deluxe streamliner operating between Mem-
phis and Nashville running along the Tennes-
see River at Johnsonville, Tenn., on the Nash-
ville Division. Photo courtesy of N. C. & St. L.



CHATTANOOGA



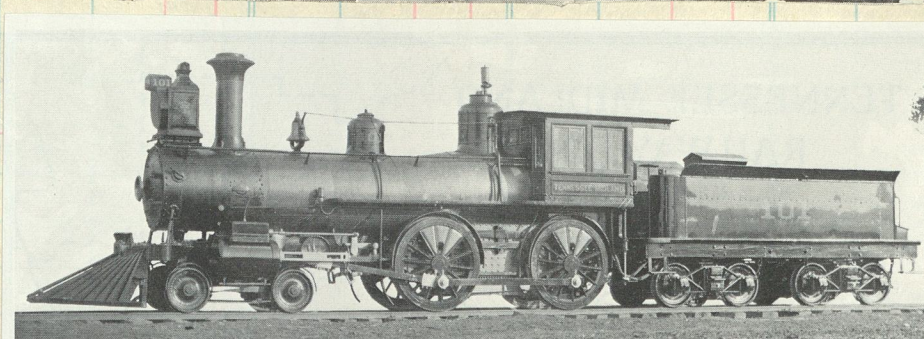
FIRST TRAIN to leave Nashville Union Station was NC&StL
local No. 5 behind American-type 103 at 3:30 p.m. September 3, 1900.



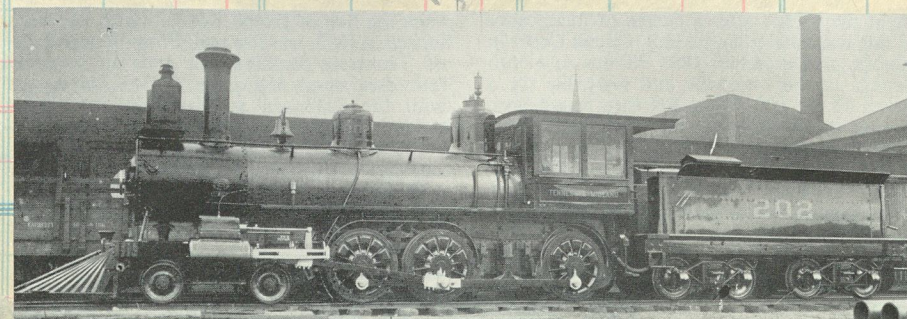
One of five 'Ruskie' 2-10-0's on the
NC&StL. #954 org USA #1198, ex Southern
#8032. B1t at Baldwin in 1918 c/n 48521



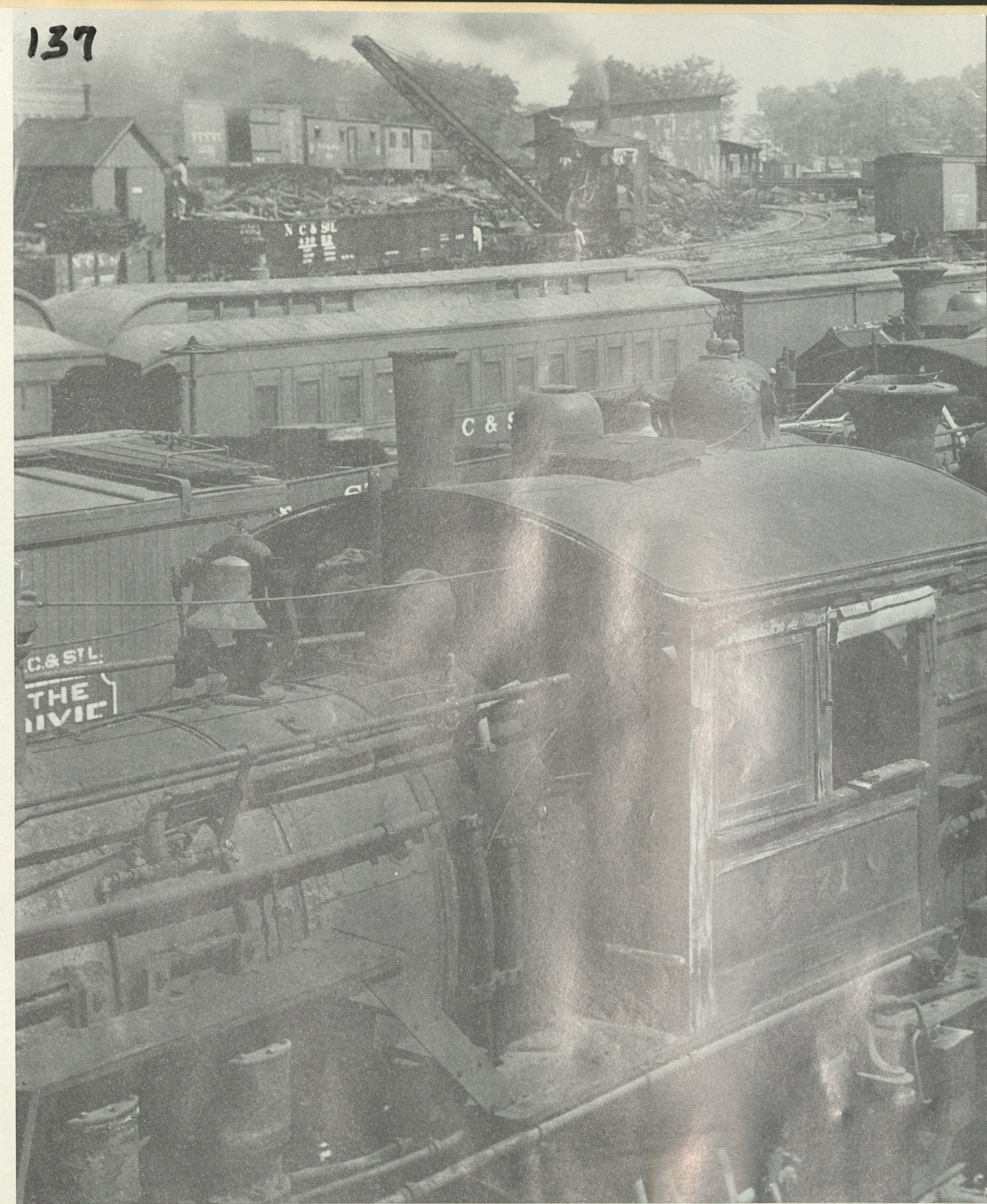
Mikado #660 moving tonnage on the
Bruceton - Memphis line



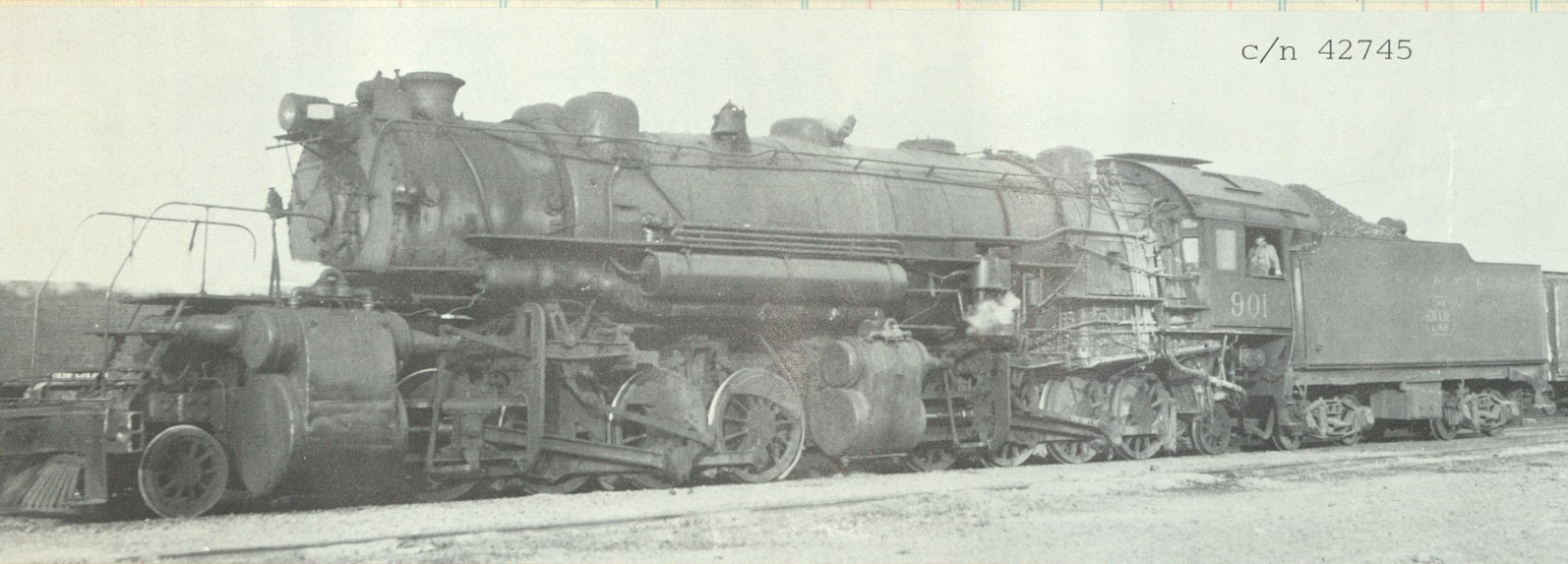
Tennessee Midland Railway No. 101 was built by Pittsburgh Locomotive Works in 1888. The long and lean
American type also features an oil headlamp made by M.M. Buck, St. Louis, Mo. No. 101 (B/N 834) had 17 x 24
cylinders and 62-inch drivers. It later became NC&StL 309.



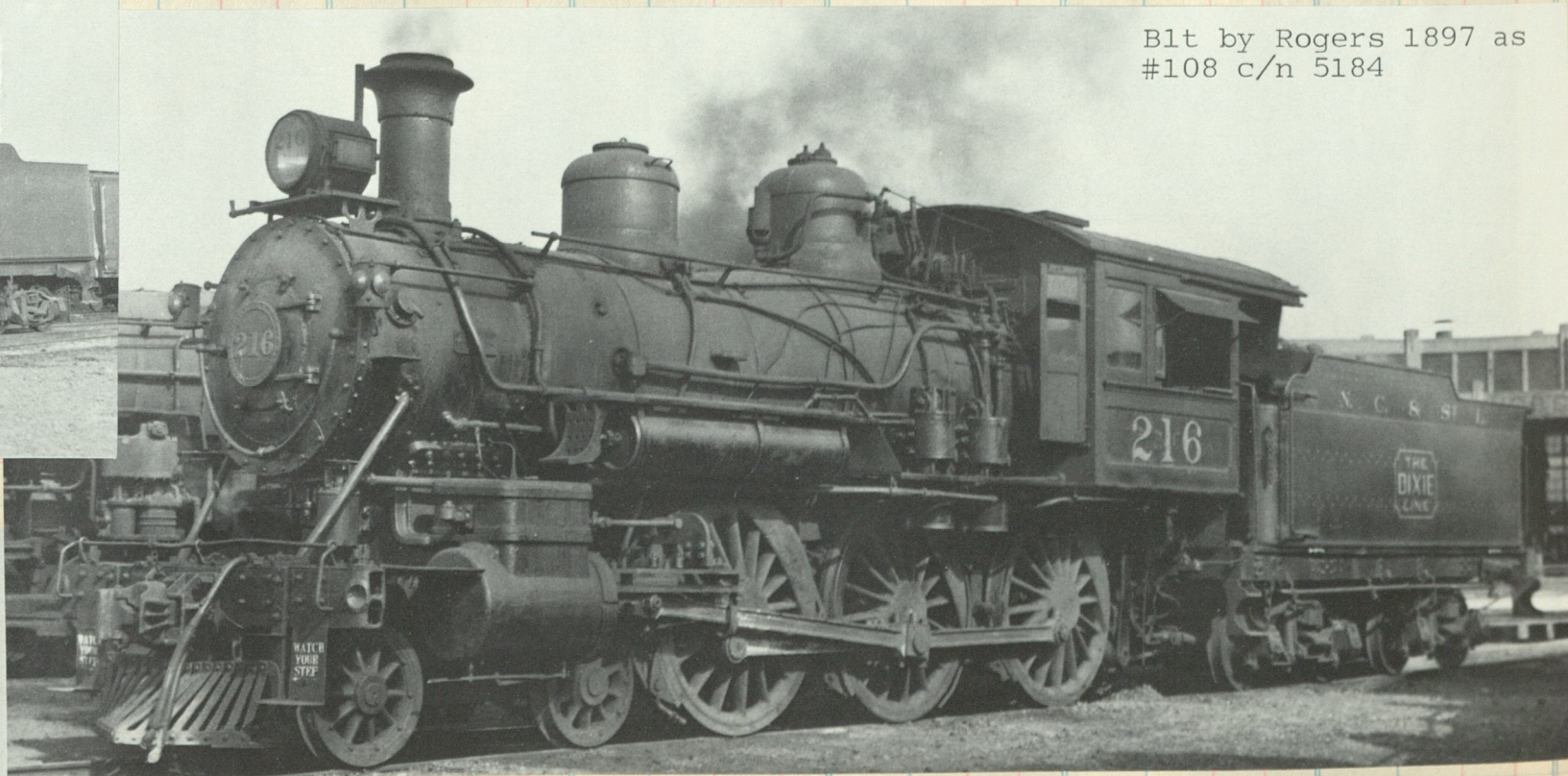
Tenn Midland #202 Pittsburgh 1888 c/n 964
Renoed NC&StL #206, #306



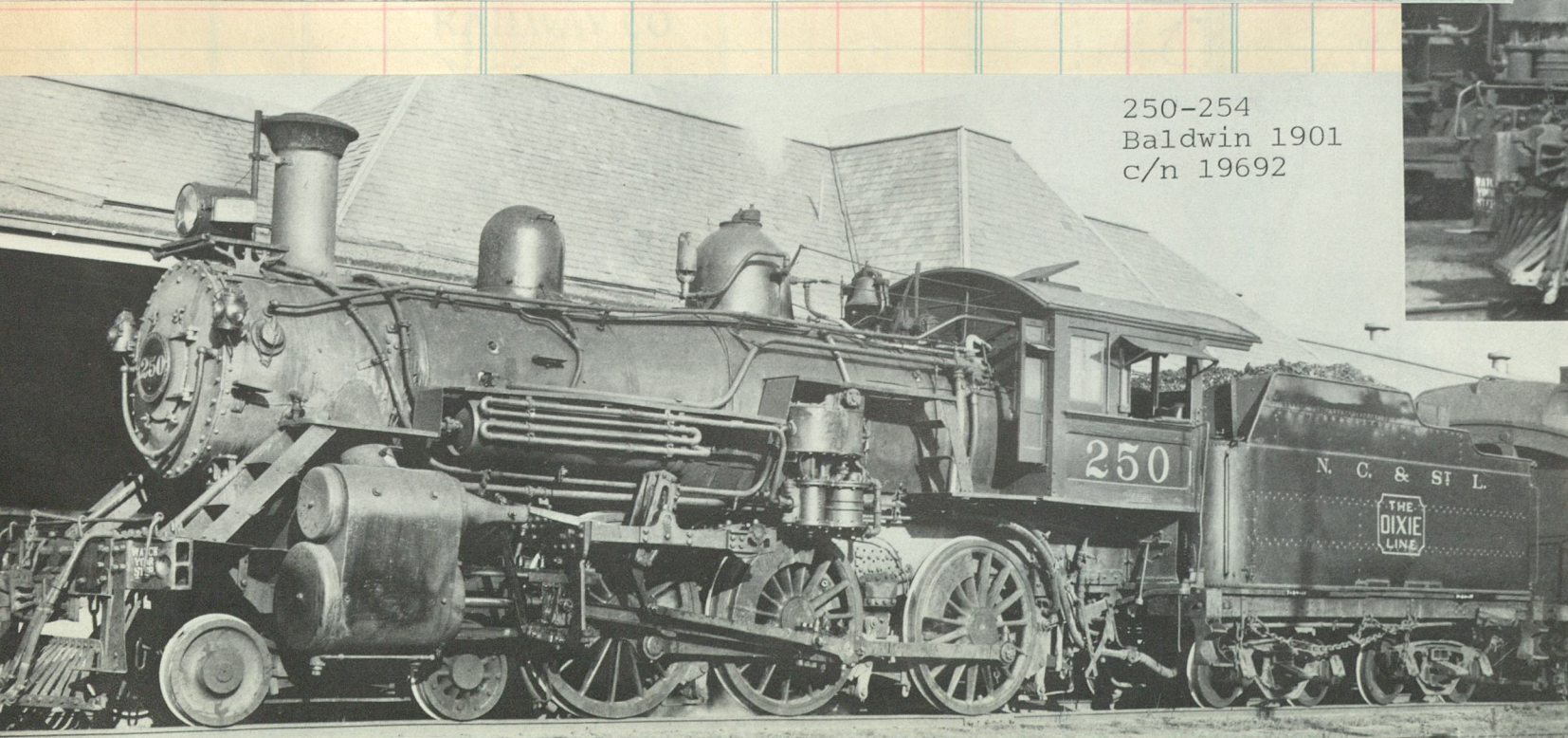
BONEYARD: This view of the Nashville, Chattanooga & St. Louis "attic" at Nashville is a timeless scene of American railroading out behind the shop. Witness the bevy of derelict slide-valve engines awaiting the torch, the steam-powered clamshell in the reclamation yard, and the miscellaneous equipment. The photo is dated simply "late 1930's," but two of the locomotives visible — H4A-30 2-8-0 No. 340 and C1-28 0-8-0 No. 773 — are listed as having been scrapped on July 24, 1936.



c/n 42745

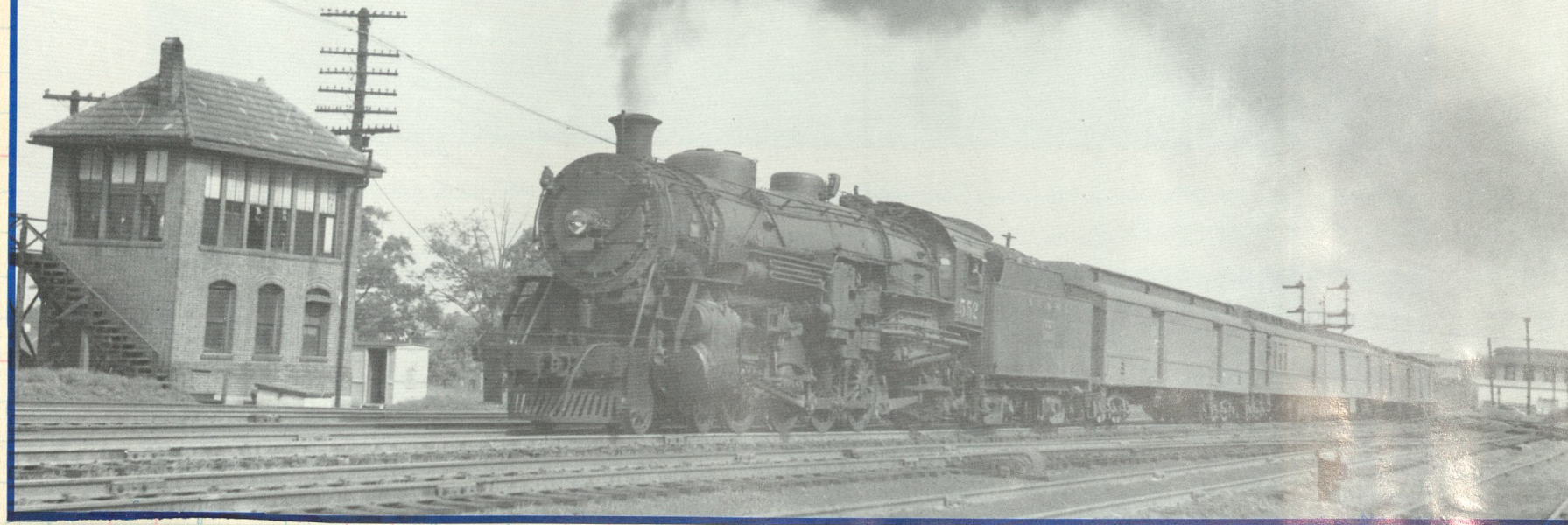


Blt by Rogers 1897 as #108 c/n 5184



250-254
Baldwin 1901
c/n 19692

DIXIE LIMITED

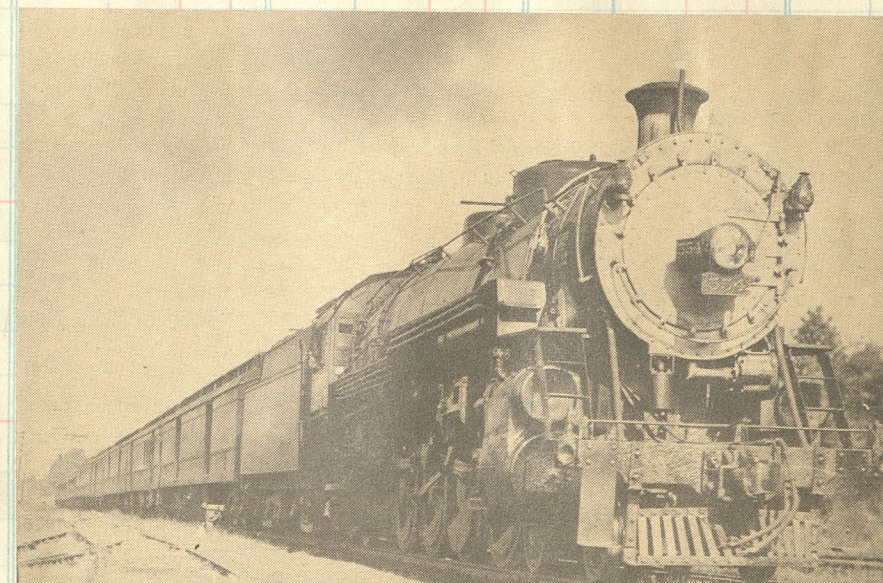


Departing Atlanta

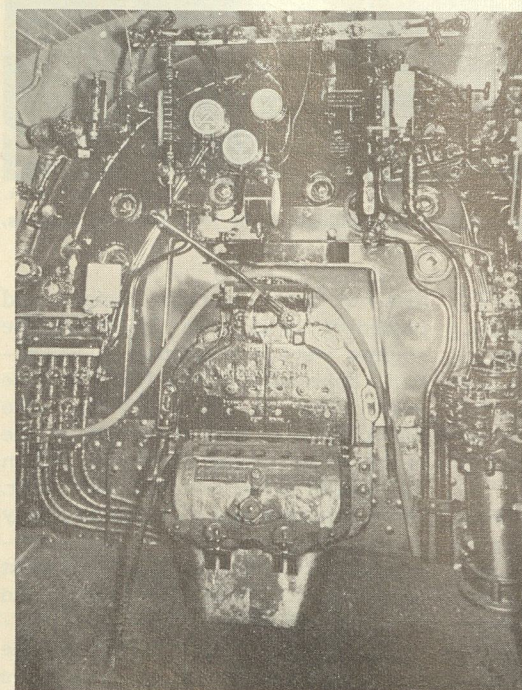
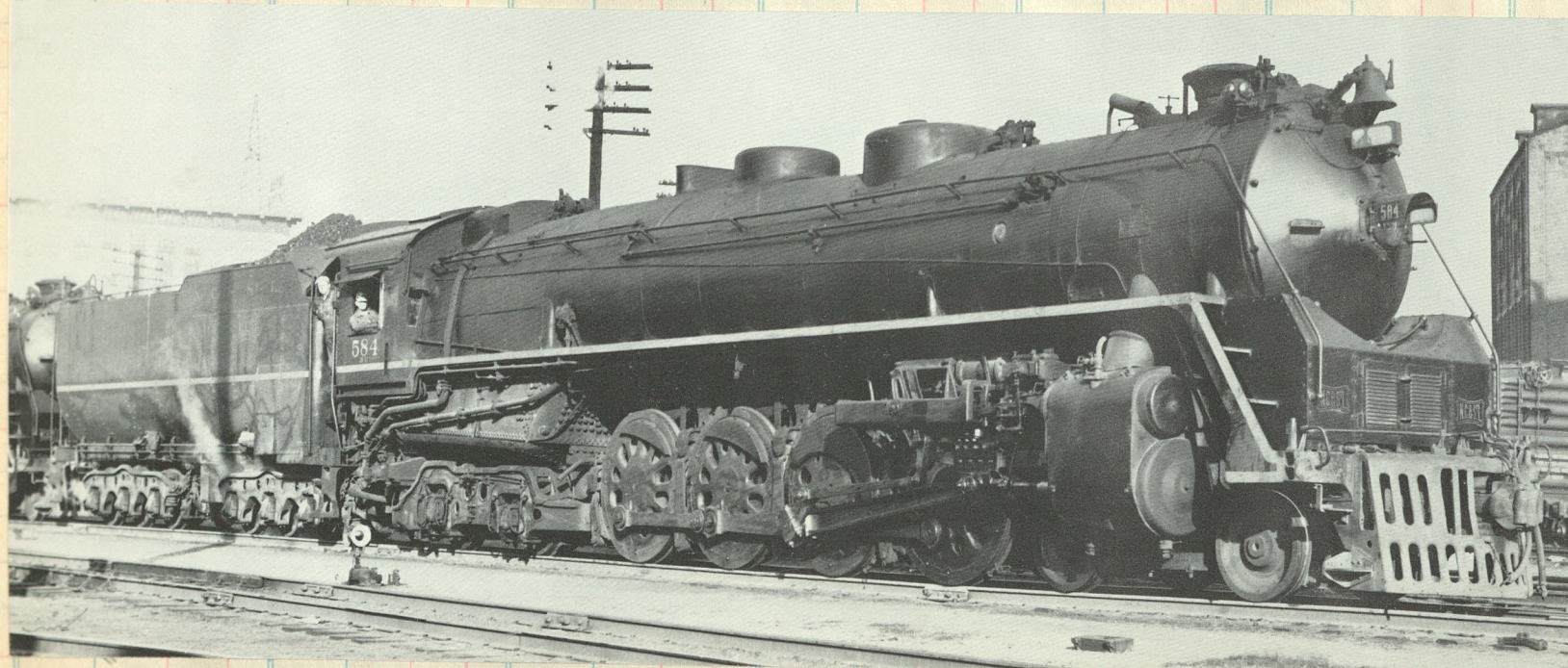


The Dixie Limited Leaving the South End of the C. T. C. Territory Near the North End of Hills Park Yard

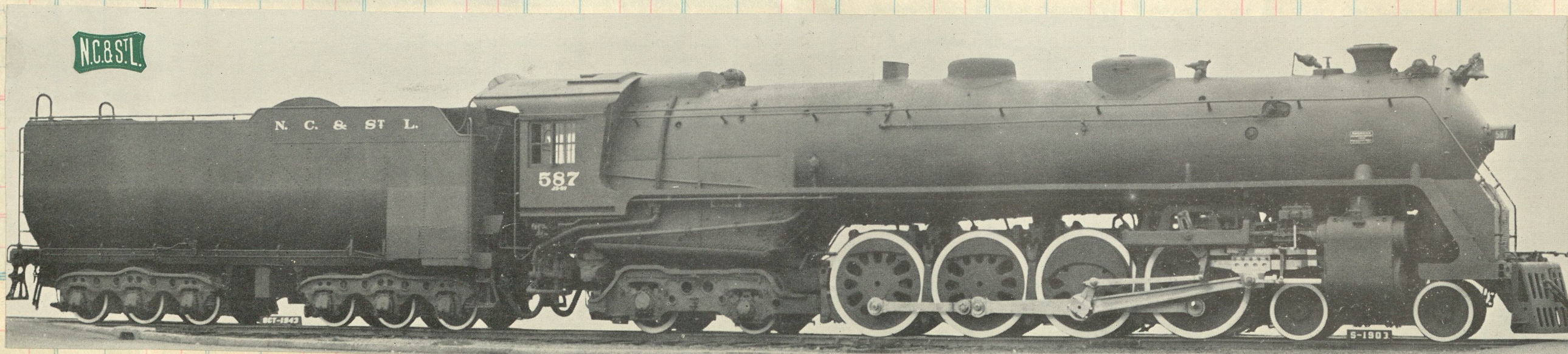
Nos. 93 and 92—DIXIE LIMITED.
 Observation Car...A Chicago-Atlanta-Jacksonville—(10-Section).
 Sleeping Cars...A Chicago-Jacksonville—(8-Sec., 2-Compt., 1-D.R.).
 A St. Louis-Atlanta-Jacksonville—(12-Section, 1-D.R.).
 Dining Car...A For all meals.
 Coaches...A Chicago-Atlanta-Jacksonville.
 A St. Louis-Evansville-Atlanta-Jacksonville.
 Connection at Jacksonville Union Station with Air-Conditioned Sleeping Cars and Coaches to and from Miami, St. Petersburg, Tampa, Sarasota, Fort Myers and Sebring.



NASHVILLE, CHATTANOOGA & ST. LOUIS "DIXIE LIMITED," HAULED BY ENGINE 554, NEARING ATLANTA, GA.



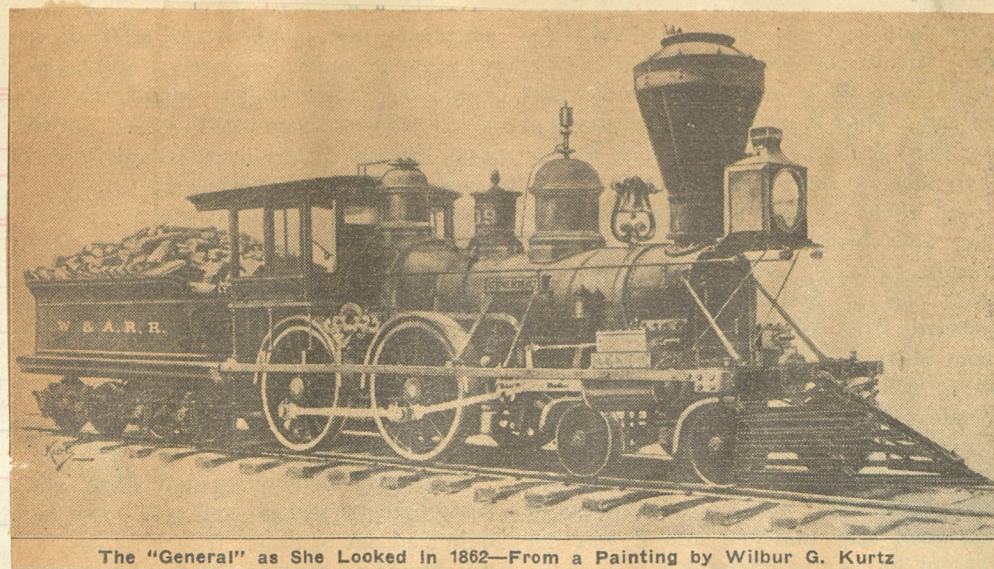
Both photos, collection of Bob Bell Jr.
BACKHEAD of a J3 (left) was the compact, comfortable control center for a 2810 h.p. boiler, and an engineer had the world by the tail (above) when, with cap bill up and goggles on, he had a Yellow Jacket hooked up with the throttle back on, say, No. 95, the Dixie Flyer. She ran so well you could hear the wheel clicks of the four-wheel Delta trailing truck under your feet.



Schenectady order # S-1903, October 1943
 The last power received by the N.C. & St. L.

SELLER
DATE
FORM

DESTINATION



The "General" as She Looked in 1862—From a Painting by Wilbur G. Kurtz

Western & Atlantic #39, the GENERAL, built by Rogers in 1855, c/n 631. She was one of the three engines received from Rogers that year.

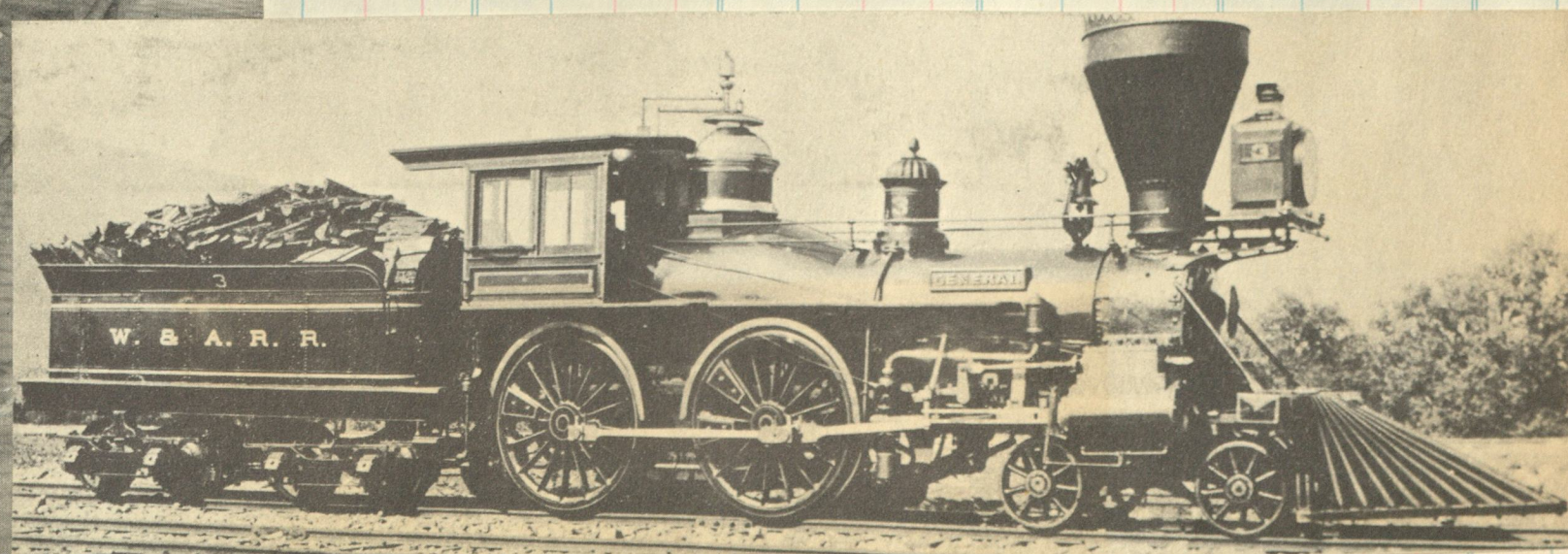
WESTERN AND ATLANTIC RAILROAD.



THE raiders and the captors, Andrews and Knight and Pittinger and Dorsey, Fuller and Murphy, are all gone. Nothing but the site is left of that war's most exciting single incident; the rail and spikes, ballast and trestle pilings, even Big Shanty — they're gone, too. Time and other wars, grass and generations have healed the wounds, made history of bloodshed. The Andrews Raid is now a film, a book . . . no more a threat, no more a crisis of minutes and pistons and courage, as it was on April 11, 1862. In Union Station, Chattanooga, the iron hero of forced conscription stands alone and cold. — D.P.M.



The famous General now sits on display at the Chattanooga station.



Rebuilt in 1871, renamed #3, and as she appears at the present time.

Clos. No. Sold Amount Clos. No. Sold Amount

Amount Clos. No. Sold Amount Clos. No. Sold Amount

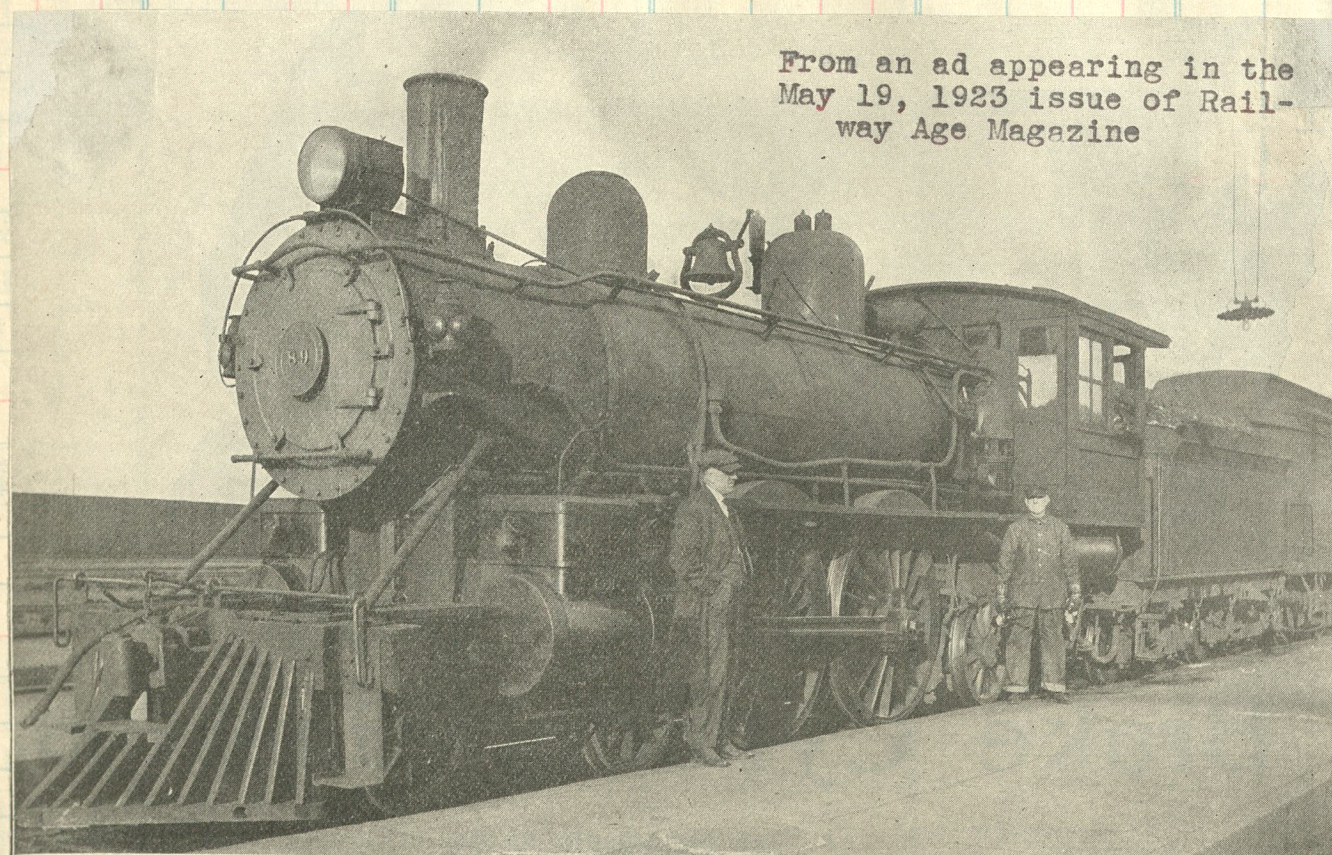


In 1927 the Atlantic Coast Line operated 4,963 miles with 1040 engines, 43584 frt & 840 passenger cars

No. 89—Coast Line Florida Mail—Southbound.
 Sleepers.....New York to Jacksonville. [1920]
 New York to Richmond.
 Philadelphia to Richmond (leaves Philadelphia, Broad Street Station, on No. 409, 11 00 p.m. Open for passengers 1000 p.m.).
 Washington to Richmond (open to receive passengers 1000 p.m.).
 Winston-Salem to Jacksonville (leave Winston-Salem, W.-S. S. B. Ry. No. 63, 115 p. m., via Wadesboro and Florence).
 Charleston to Savannah (open at Charleston 1000 p.m. and may be occupied at Savannah until 30 a.m.).
 Savannah to Jacksonville (open at Savannah 10 00 p.m.).
 Parlor Cars.....Jacksonville to Port Tampa (Broiler-Buffer service) (2 cars).

COAST LINE FLORIDA MAIL

Pacific #413 [Baldwin 1914 c/n 41254] drifts by "YD" Tower at the south end of Rocky Mount yard with Trn #89 (Baldwin Photo)



From an ad appearing in the May 19, 1923 issue of Railway Age Magazine

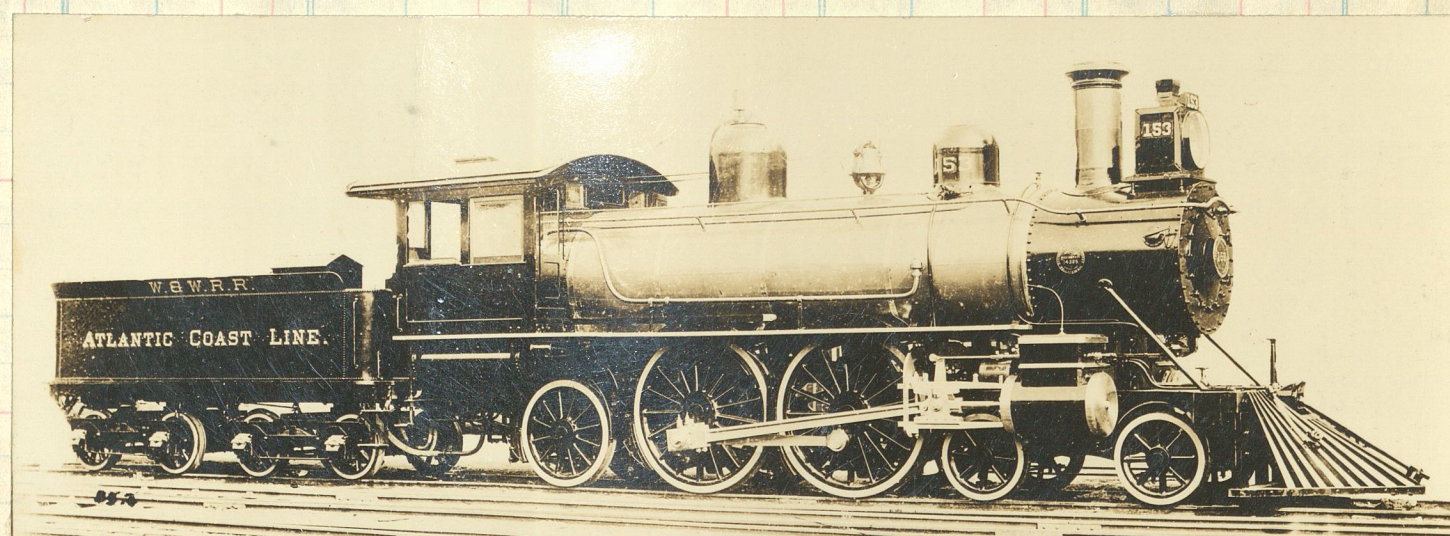
One of the five original Atlantic type Locomotives built in 1894 and still in active service after making 1,500,000 miles.

An Epoch-Making Baldwin Locomotive

IN December, 1894, we built five fast passenger locomotives for the Atlantic Coast Line, under guarantee to haul ten-car trains up a grade of 32 feet per mile at a speed of 40 miles per hour. With a limited weight on drivers, trailing wheels were added to aid in carrying a boiler of sufficient size to furnish the large amount of steam required. Thus was evolved the first Atlantic (4-4-2) type locomotive, a design that exerted a great influence on

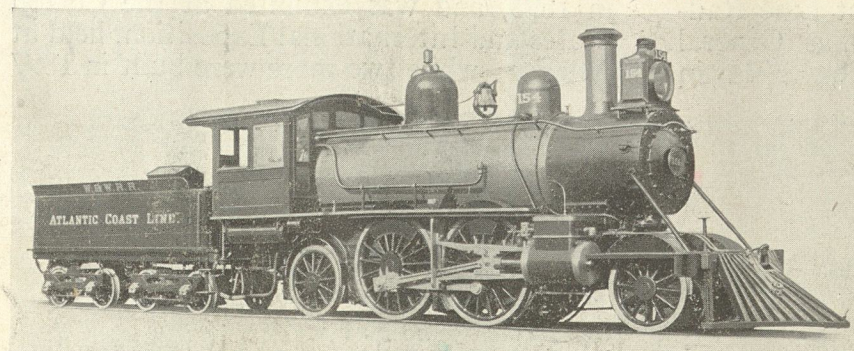
the subsequent development of railway motive power. The illustration shows one of these Atlantic type locomotives, which for the past ten years has been used in local passenger service handling trains of four or more cars, and making at least 135 miles per day. Its mileage since January 1, 1912, has been approximately 580,000, and while exact figures are not available, its total mileage to date is probably at least 1,500,000.

The first order for ATLANTICS was for five engines built by Baldwin in 1894. One for the Northeastern, two for the Wilmington & Weldon, one for the Richmond & Petersburg and one for the Petersburg RR. #89 [above] was originally W. & W. #151 c/n 14182.



After noting an experimental 2-4-2 built by Baldwin in 1893 Mr. J. R. Kenly, G.M. for the A.C.L., proposed a 4-4-2 design. Designated as the ATLANTIC TYPE which became popular passenger power over the next decade. The 153 blt by Baldwin 1895 c/n 14395, renoed #207, #95. Retired in 1934.

Cylinders	19" x 24"
Drivers, diam.	72"
Steam pressure	180 lb.
Graze area	26.1 sq. ft.
Heating surface	2047 sq. ft.
Weight on drivers	73,000 lb.
" total engine	129,800 lb.
Tractive force	18,400 lb.



Columbia Type Locomotive, Built by The Baldwin Locomotive Works, 1895

Cylinders	19" x 24"
Drivers, diam.	72"
Steam pressure	180 lb.
Graze area	26.1 sq. ft.
Heating surface	1687 sq. ft.
Weight on drivers	75,800 lb.
" total engine	124,500 lb.
Tractive force	18,400 lb.

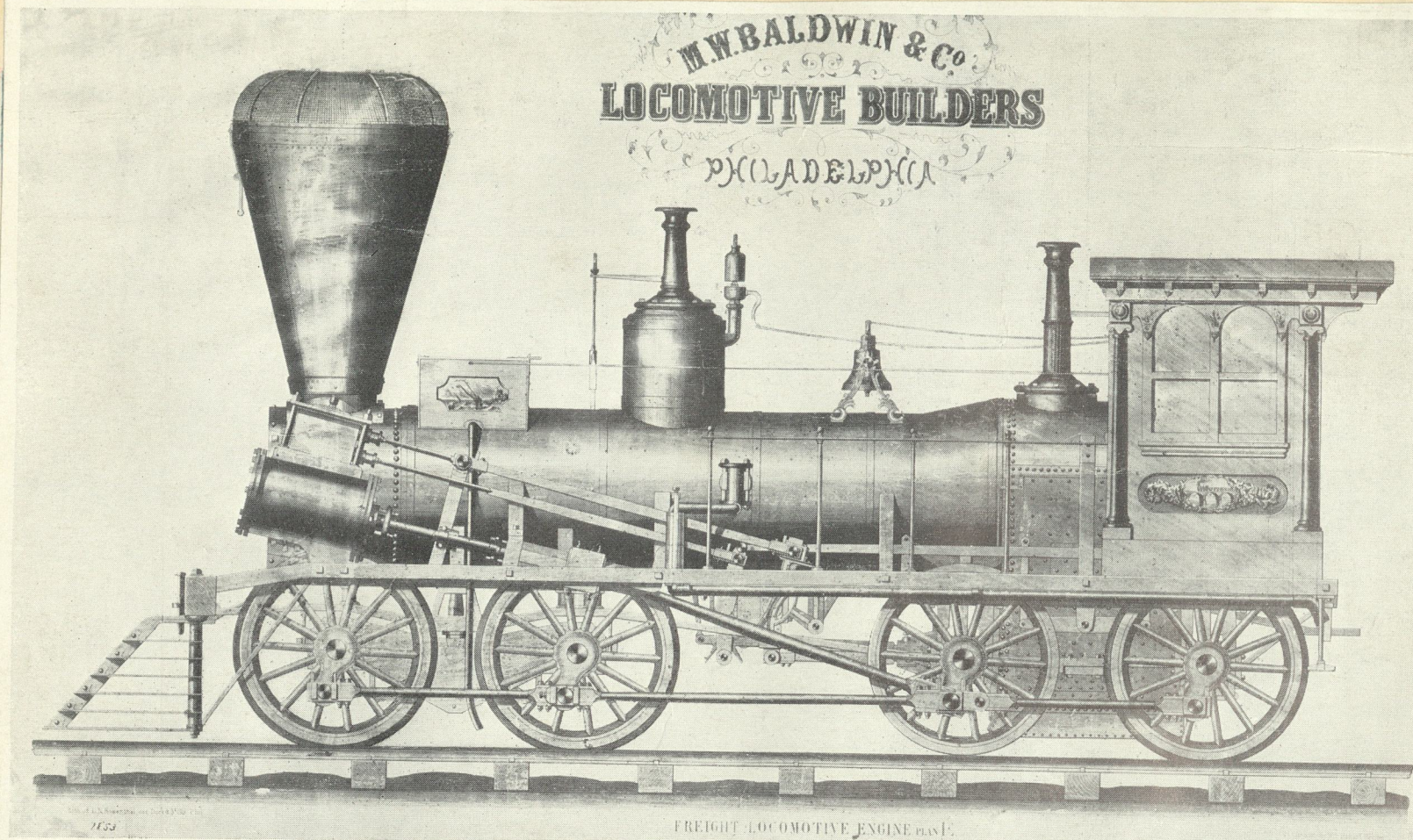
The 2-4-2 type could never prove itself to the U. S. roads. However, in Europe this type was quite successful. The P.L.M. (France) used 2-4-2's in fast express service for many years. Based on Baldwin's experimental #13350, the A.C.L. ordered two 2-4-2's in 1895. W. & W. #154 c/n 14548 to ACL #206, #94 and W.C. & A. #76 c/n 14549 to ACL #205, #93.

(152)



Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

Clos. No. Sold Amount



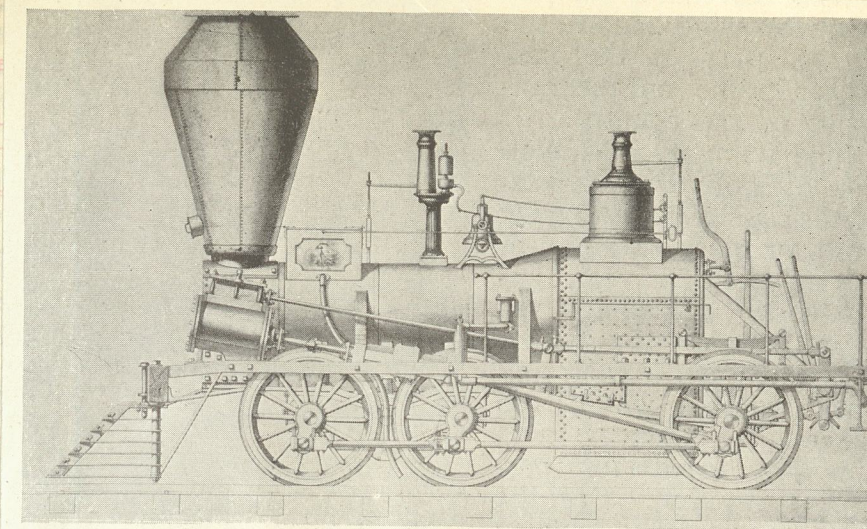
Baldwin-built freight locomotive of about 1850.

By 1850 M. W. Baldwin of Philadelphia had assumed prominence as one of the country's leading locomotive builders. The engineering design of railroad engines had not then settled into set practice, and competitive innovations were frequent. One was the Baldwin flexible beam truck, an arrangement of rods and axle boxes

to allow driving wheels to move laterally. This freight engine, probably built for the Wilmington & Weldon, a forerunner of the Atlantic Coast Line, was so fitted. By 1850 some present-day locomotive characteristics had developed. The reproduction is of an old Baldwin advertising lithograph, drawn by Robert Brown.

Courtesy Atlantic Coast Line.

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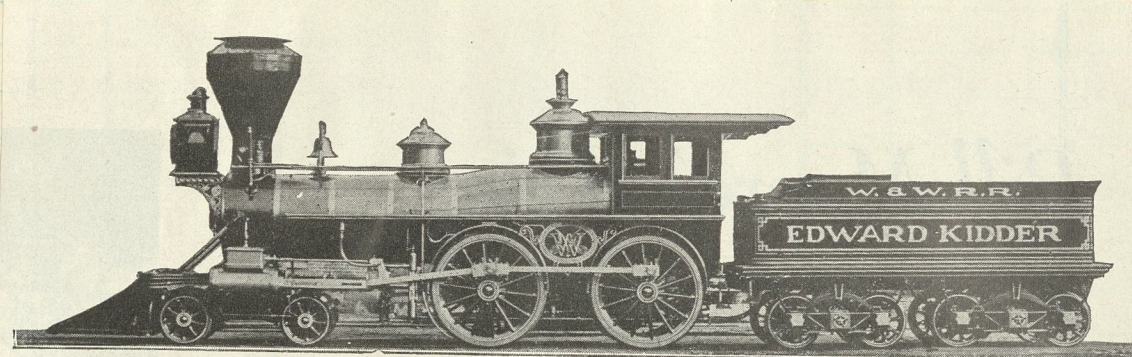


A Typical Baldwin Six-Coupled Locomotive with Flexible Beam Truck, as Built in 1843

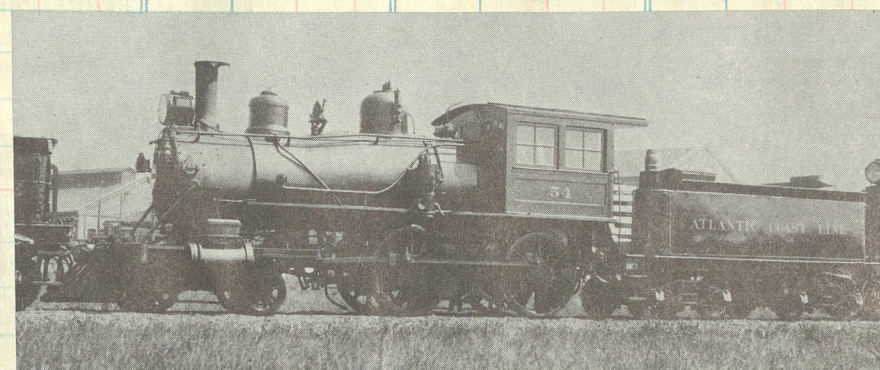
Records would indicate the Wilmington & Raleigh purchased three similar engines. One of the first of this type was W&R #12 "Columbia" later "J C Calhoun" built in 1843.

+++++

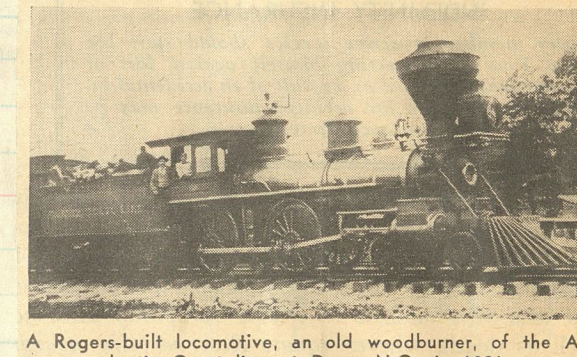
LEFT..Construction data shows the Wilmington & Weldon acquired four engines of this type, one in 1855 and three in 1859. The W. & R. had five such engines in service when the road was renamed the W. & W. in 1855. This made nine such engines on the W. & W. 1859 roster.



The "Edward Kidder" was built by Mason 1866, c/n 225, as Wilmington & Weldon #33. Renamed ACL #402, #95

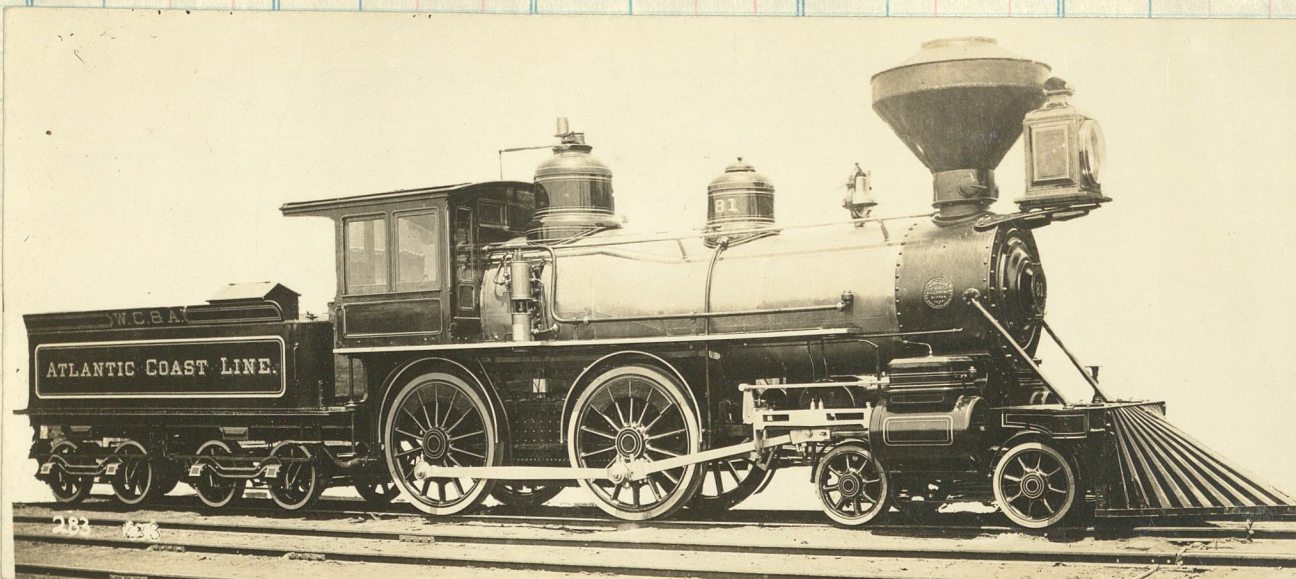


#54, former W. & W. #143. Bldt by Baldwin in 1890 c/n 11480



A Rogers-built locomotive, an old woodburner, of the Atlantic Coast line at Dunn, N.C., in 1891.

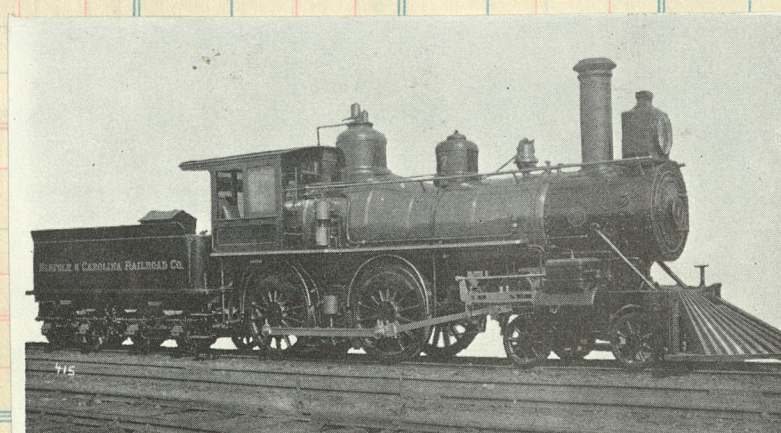
W. & W. #118 Rogers 1883 c/n 3358 to ACL #488, #553



Wilmington, Columbia & Augusta #81
Built by Baldwin 1886 c/n 7924, to
ACL #507, #7



Baldwin built #59 as Northeastern RR #39 in 1891, c/n 12143. Noed ACL #523, #59. Sold to V. & C.S. #32 in 1934.



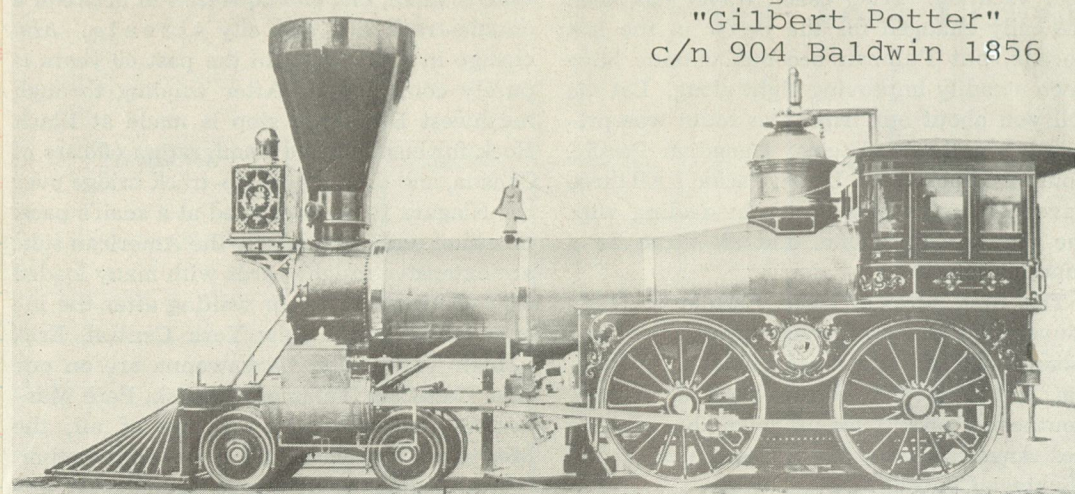
In 1889 Baldwin delivered ten 4-4-0's to the Norfolk & Carolina Railroad 5-14. #7, c/n 10259, renamed ACL #406, #41



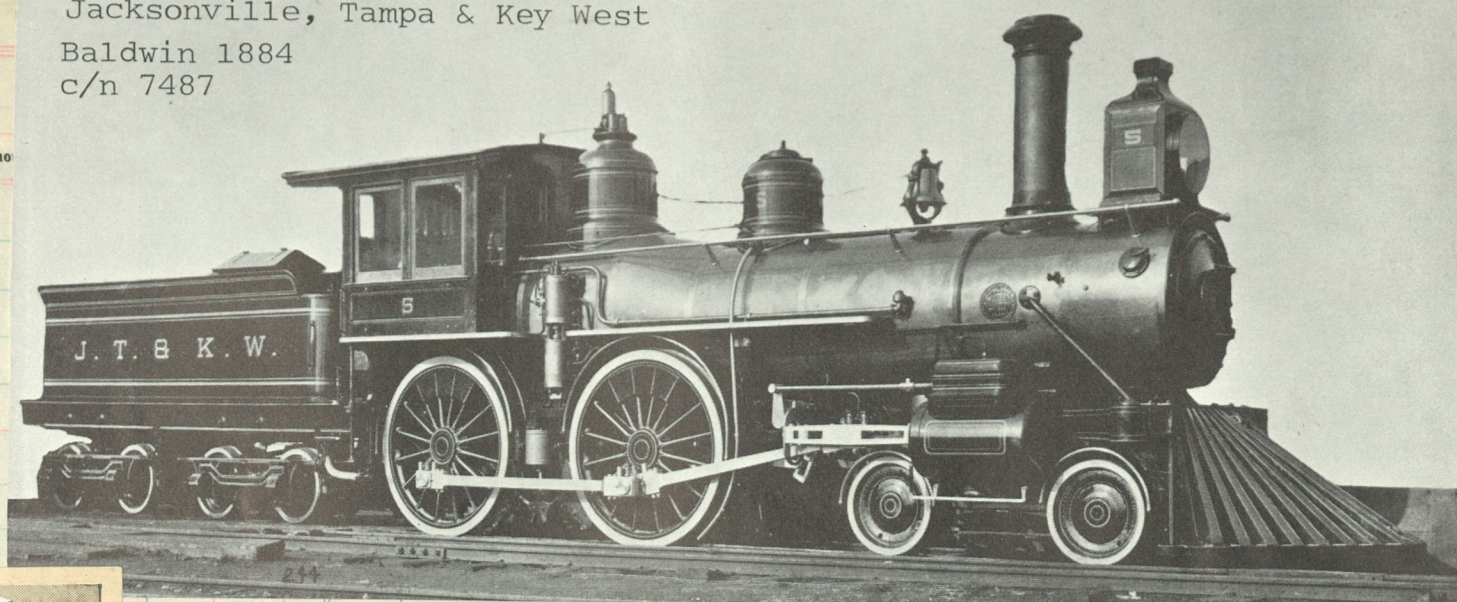
Two old Atlantic Coast Line Wood-burning engines taking on fuel at southern supply station in 1880. Engine 632 is in the right foreground.

One of ten 2-6-0's built by Rhode Island for the Plant System in 1888. #632, org SF&W #77 c/n 2118, to ACL #1632, #632

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SELLER
DATE
FORMWilmington & Weldon
"Gilbert Potter"
c/n 904 Baldwin 1856

M. W. BALDWIN & CO., Locomotive Builders, PHILADELPHIA.

Jacksonville, Tampa & Key West
Baldwin 1884
c/n 7487Blt for the Florida Construction Co (J.T. & K.W.). To S.F. & W. #605,
then to A.C.L. #564

NO WONDER TRAINS STOPPED AT THIS EARLY FLORIDA DEPOT

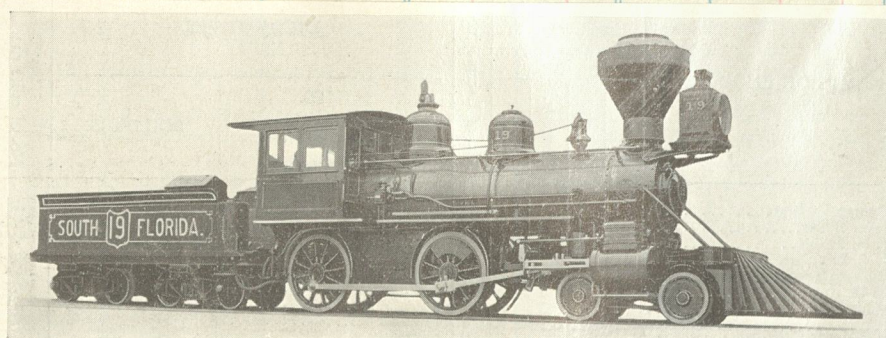
This rare old photograph was taken 50 years ago, and shows one of the Atlantic Coast Line's early passenger trains stopping at a quaint depot, built like a Javanese Temple, at North Sutherland, Florida, situated on the main line route to St. Petersburg, between Tarpon Springs and Clearwater.

ORANGE BELT LINE

The Orange Belt was a three foot gauge road of 152 miles extending across central Florida from Sanford to St Petersburg

Gauge	3' 0"
Cylinders	15" x 18"
Drivers, diam.	52"
Steam pressure	130 lb.
Grate area	10.9 sq. ft.
Heating surface	761 sq. ft.
Weight on drivers	35,000 lb.
" total engine	57,360 lb.
Traction force	8600 lb.

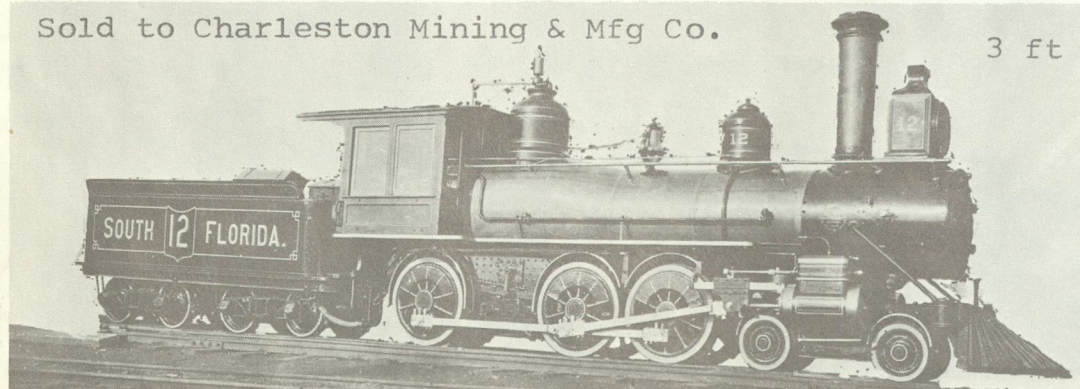
c/n 7795



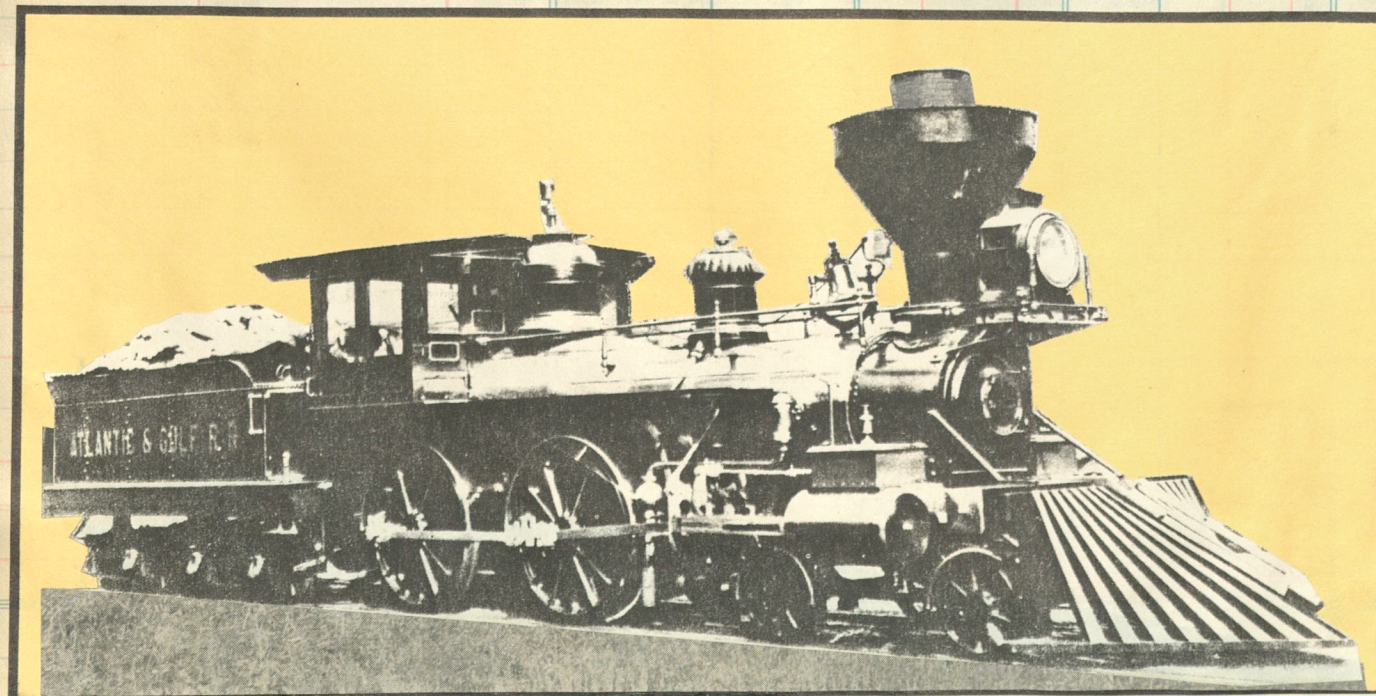
American Type Locomotive, Built for the South Florida Railroad by The Baldwin Locomotive Works, 1886

Sold to Charleston Mining & Mfg Co.

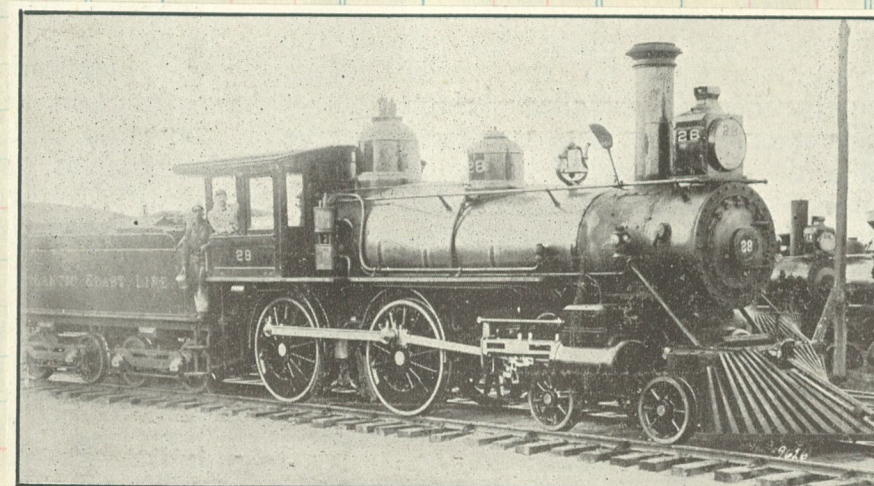
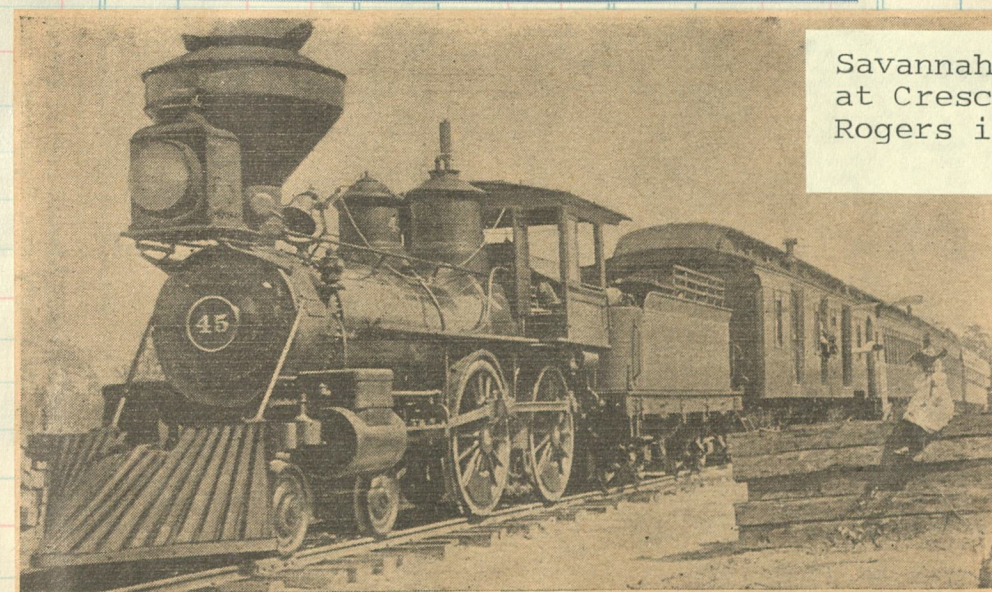
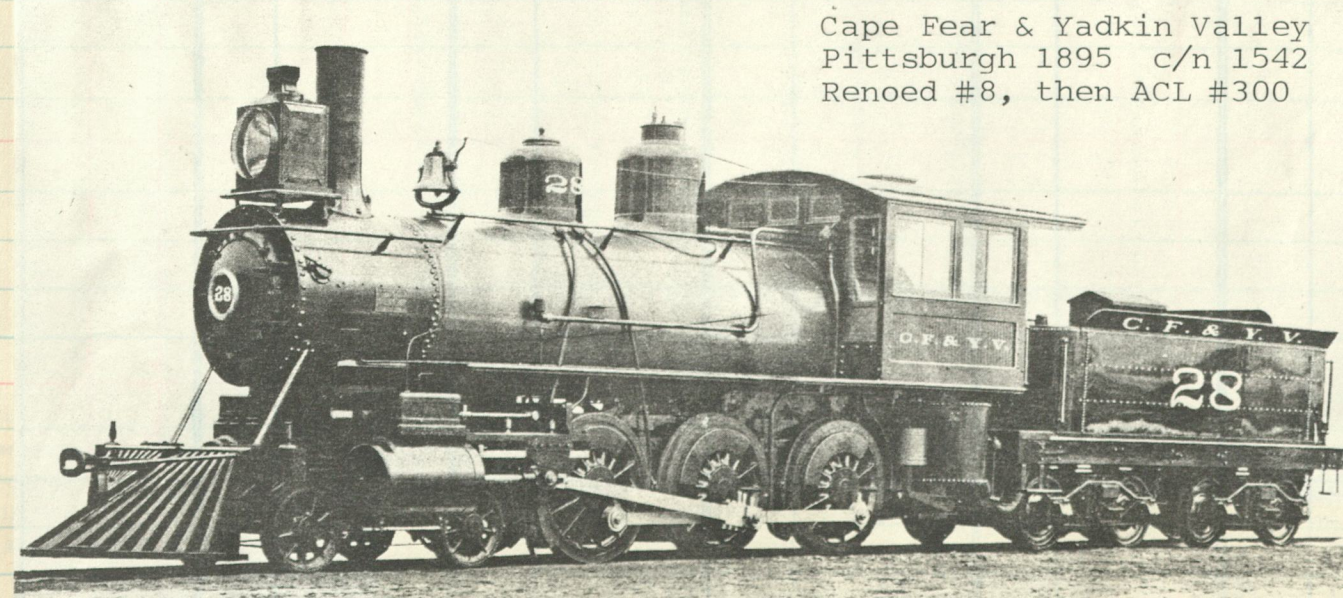
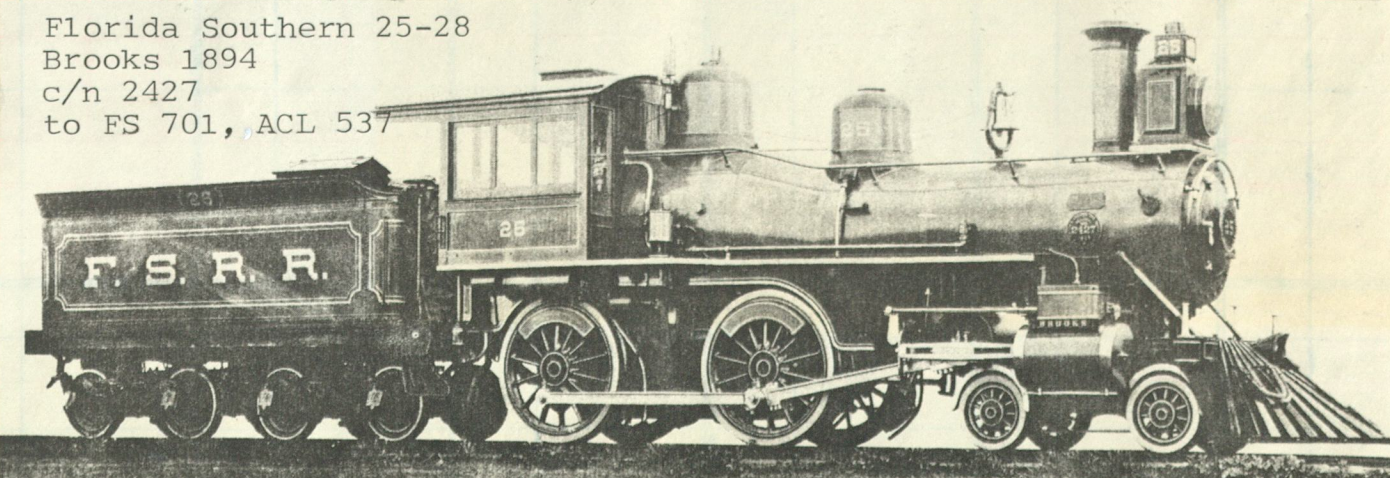
3 ft



South Florida #12, 1883, 4-6-0 type. 10-13 Baldwin c/n 7047



The "SATILLA" was built by Rogers in 1858 [c/n 812] for the Savannah, Albany & Gulf. In 1863 became Atlantic & Gulf #3, then, to S.F. & W. #3 in 1880. Sold to McDonough Lbr Co and about 1926 was purchased by Henry Ford who had it rebuilt to original form and placed in his Dearborn Museum.

The Locomotive which Hauled the Knights of Pythias Special over the
Charleston Division, August 27, 1894#28 was built by Baldwin 1892 c/n 12917
Renoed #528, #64Savannah, Florida & Western #45
at Crescent City, Fla. Blt by
Rogers in 1882 c/n 2953. To ACL
#472Cape Fear & Yadkin Valley
Pittsburgh 1895 c/n 1542
Renoed #8, then ACL #300Florida Southern 25-28
Brooks 1894
c/n 2427
to FS 701, ACL 537



THE
PLANT
SYSTEM

THE
PLANT
SYSTEM

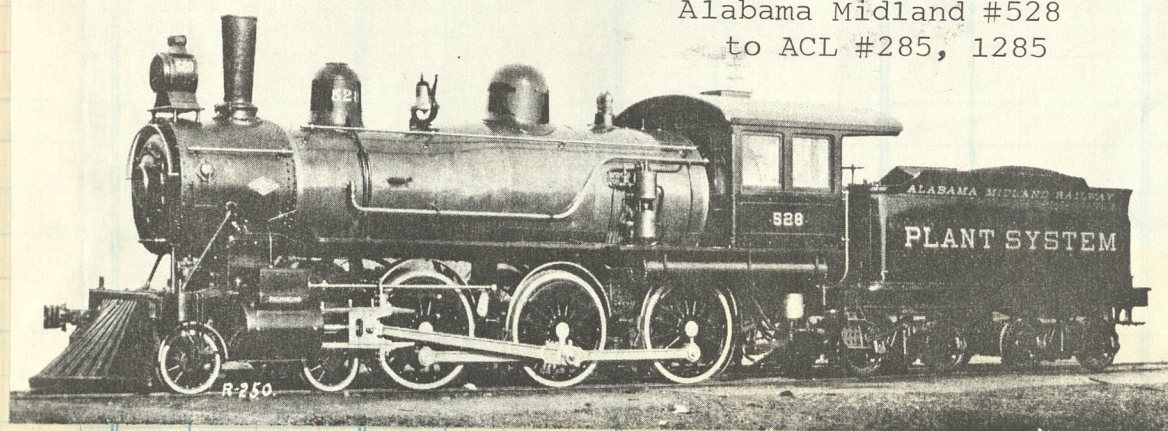
PORT TAMPA CORREOS HAVANA
ESTADOS UNIDOS ESPAÑOLAS
KEY WEST

OF RAILWAY AND
STEAMSHIP
LINES

SOUTH CAROLINA, GEORGIA, H. S. HAINES, VICE-PRESIDENT
FLORIDA, ALABAMA, H. B. PLANT, PRESIDENT.

12 WEST 23D STREET, NEW YORK.

THE MATTHEW BARTHOLOMEW CO., COMPLETE ART PRINTING WORKS, BUFFALO, N. Y.



Alabama Midland [SF&W] 523-528
Richmond 1899
c/n 2775
to ACL #283, 1283

A black and white photograph of a steam locomotive, number 526, pulling a freight car. The locomotive is dark-colored with a large smokestack at the front. The freight car has "PLANT SYSTEM" written on its side. The train is on tracks.

SF&W 120-122
Richmond 1901
c/n 3292

c/n 3232

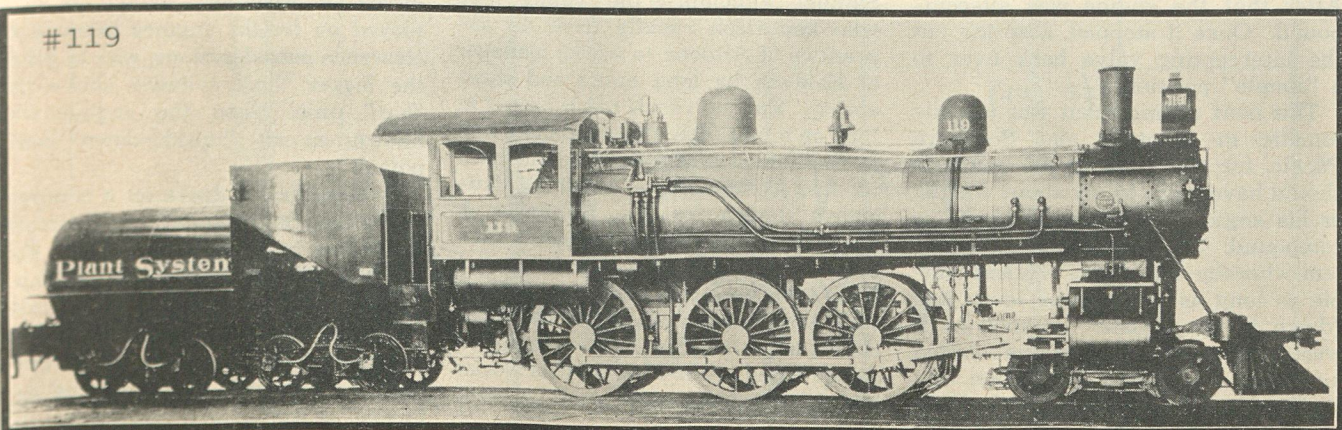
#117



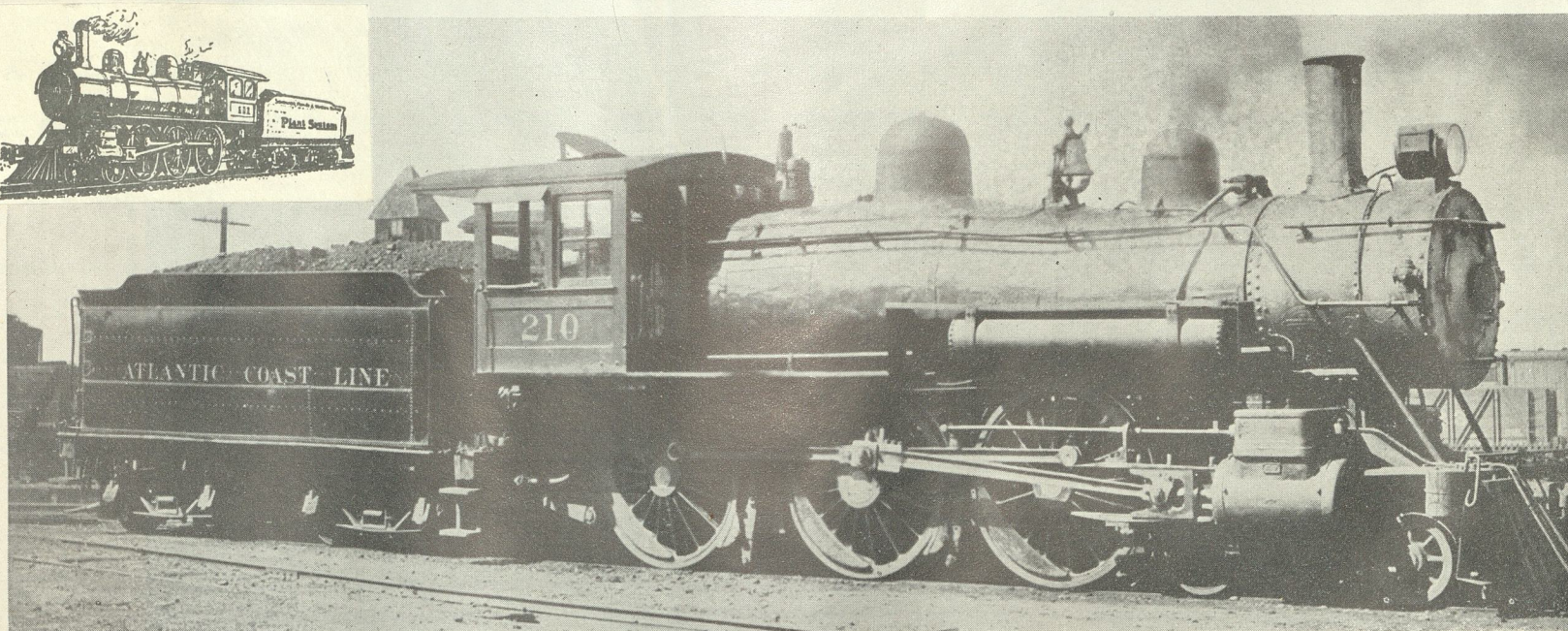
c/n 3232

#117

to ACL #295, 1295. 107-117 Rhode Is 1900



#119

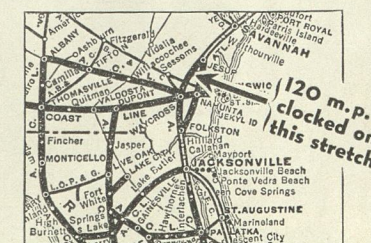


Courtesy Atlantic Coast Lbr

INTO every discussion of railroad speed records creeps the almost legendary story of an Atlantic Coast Line mail train which made a record speed of 120 miles an hour back around the turn of the century. The details of that incident have finally been uncovered and the story need no longer be legendary. The locomotive was a Ten-Wheeler, Plant System 111, later renumbered ACL 210 as shown in the photograph, and just recently scrapped to aid the war effort. Since the original train-sheet covering the run was destroyed by fire some years ago, the details of the run are recited in this affidavit by D. S. McClellan, ACL dispatcher at Waycross, Ga.:

"It was in the month of March, 1901," says the affidavit, which

is made in the proper legal form and before a notary, “and the run was made on Plant System engine No. 111 driven by Albert Lodge, engineer. At Fleming, Ga., Engine 111 was exchanged for No. 107, which was running hot. The train arrived at Jesup about daylight, remaining there three minutes taking water and oiling the engine. When the train was about two or three miles from Screven, Ga., Jimmy Ambrose, the traveling engineer riding with me in the fireman’s seat, said, ‘This train is going at an awful rate of speed.’ I replied, ‘We will time it from Screven to 74-Mile Siding.’ This distance was five miles, 3½ miles being downhill. We took out our watches and made a check of the speed and this train made the run from Screven, Ga., to 74-Mile Siding (now known as Satilla), a distance of five miles, in 2 minutes 30 seconds.”



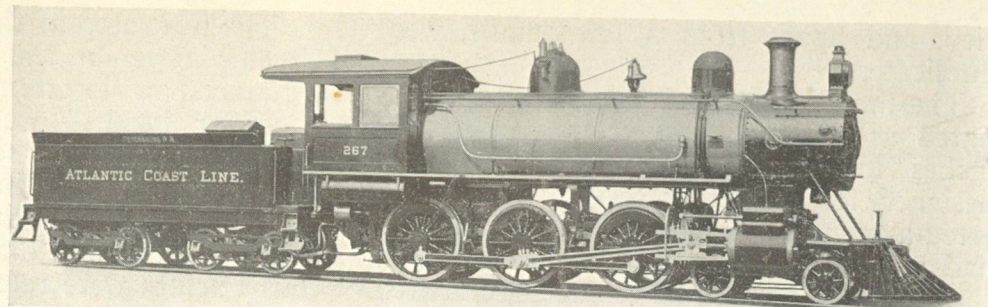
120 m.p.
clocked on
this stretch

Delivered as the #111, one of the eleven Ten Wheelers from Rhode Island in 1900 c/n 3226, later as ACL #274 and last #210. Two additional accounts of of this ol girl's fast trip can be found in Dick Prince's volume on the ACL steam power pages 36 and 37.

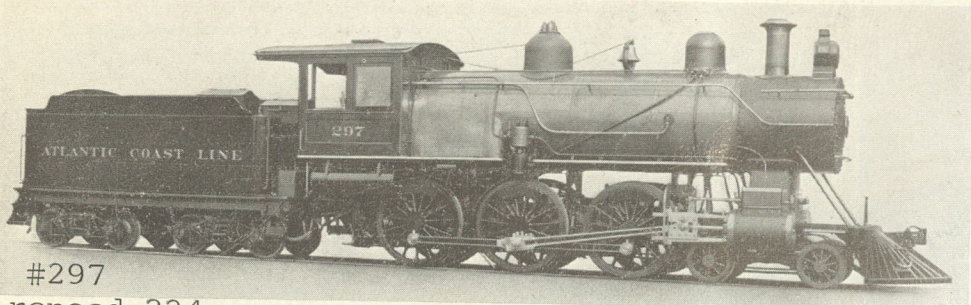
[Petersburg RR]

Cylinders 19" x 26"
Drivers, diam. 63"
Steam pressure 180 lb.
Grate area 28 sq. ft.
Heating surface 2327 sq. ft.
Weight on drivers 100,380 lb.
" total engine 133,180 lb.
Tractive force 22,800 lb.

#267 renoed 312
c/n 15953



The Original Design, Built 1898



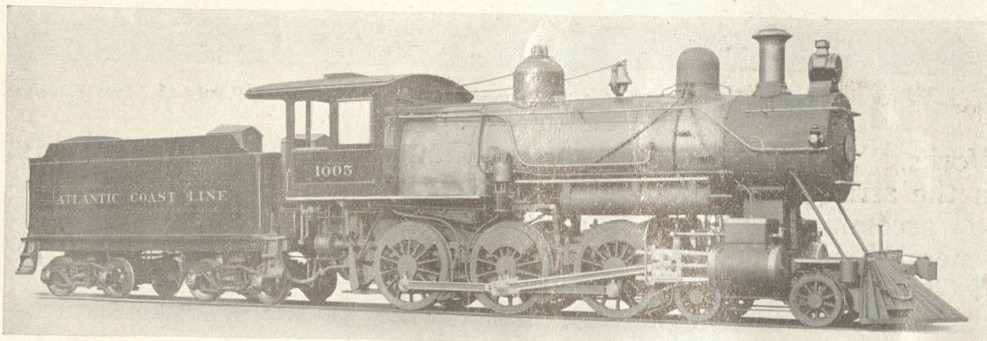
#297
renoed 224 Built 1905, with Large Drivers for Passenger Service

Cylinders 20" x 26"
Drivers, diam. 68"
Steam pressure 200 lb.
Grate area 44.1 sq. ft.
Heating surface 2697 sq. ft.
Weight on drivers 112,680 lb.
" total engine 148,630 lb.
Tractive force 26,000 lb.

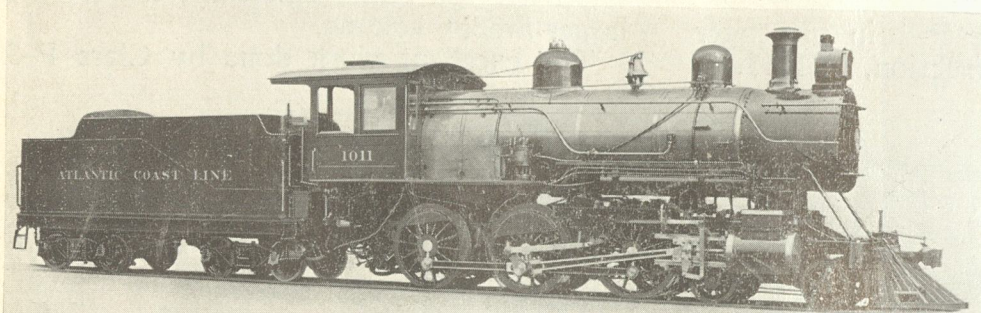
296-299
c/n 25268

Cylinders 20" x 26"
Drivers, diam. 63"
Steam pressure 185 lb.
Grate area 44.1 sq. ft.
Heating surface 2679 sq. ft.
Weight on drivers 113,700 lb.
" total engine 151,600 lb.
Tractive force 25,900 lb.

930-1005
c/n 30373



Built 1907



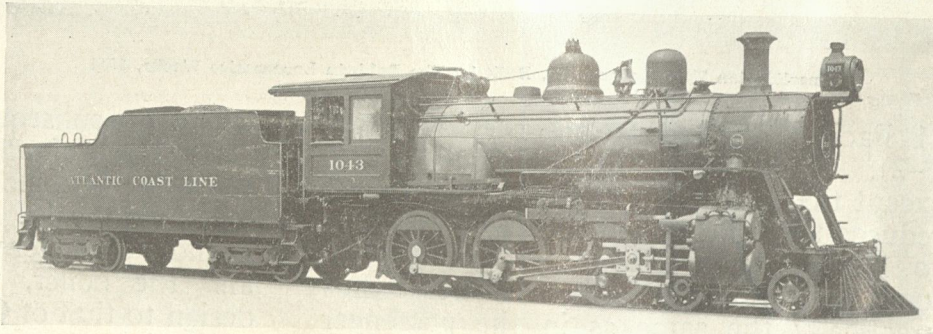
Class K-14, Built 1910

Cylinders 20" x 26"
Drivers, diam. 63"
Steam pressure 185 lb.
Grate area 44.1 sq. ft.
Heating surface 2687 sq. ft.
Weight on drivers 115,000 lb.
" total engine 155,000 lb.
Tractive force 25,900 lb.

1006-1011
c/n 35501

Cylinders 20" x 26"
Drivers, diam. 63"
Steam pressure 200 lb.
Grate area 44.1 sq. ft.
Water heating surface 2038 sq. ft.
Superheating surface 400 sq. ft.
Weight on drivers 125,200 lb.
" total engine 169,700 lb.
Tractive force 28,100 lb.

1020-1044
c/n 39946



Class K-15, Built 1913

Representative "Copper Head" Ten-wheeled Locomotives, Built by The Baldwin Locomotive Works

1012-1019
Baldwin 1912
c/n 38202

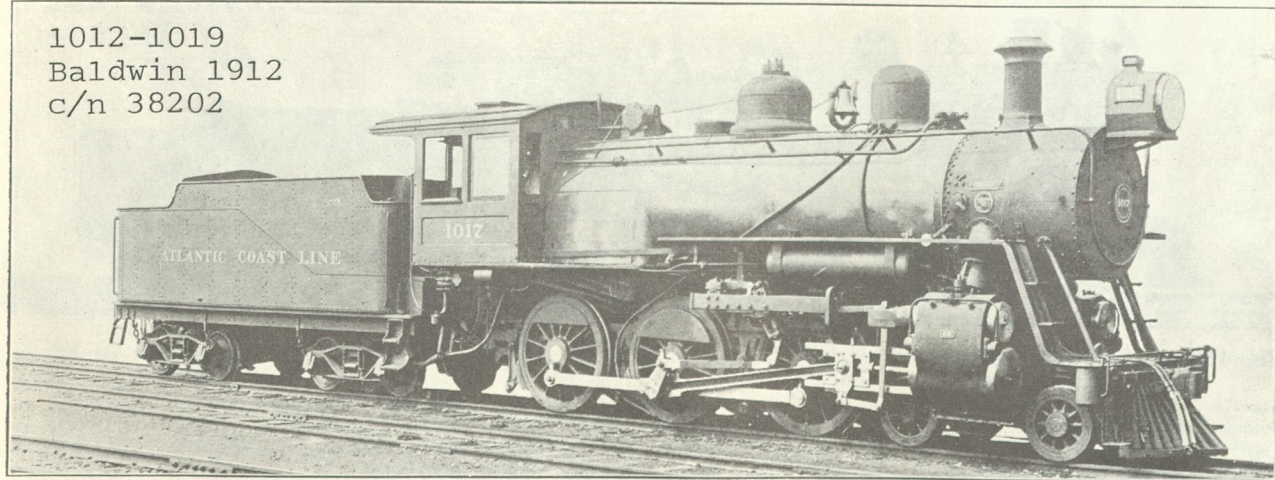
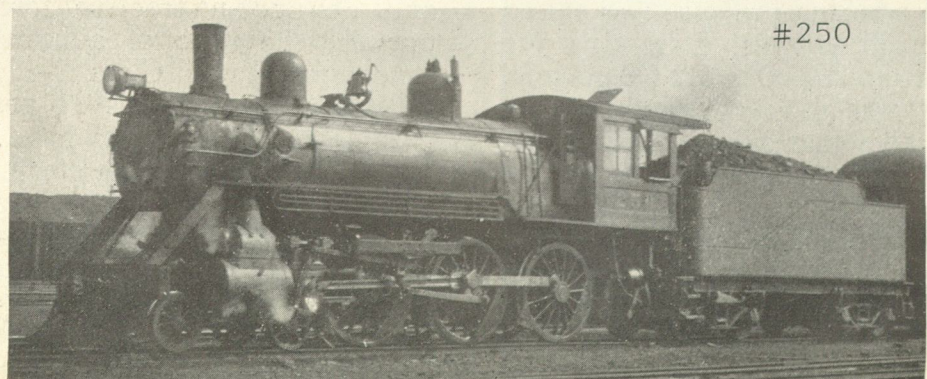


Fig. 110—Ten-Wheel (4-6-0) Locomotive for Freight Service. Built for Atlantic Coast Line by the Baldwin Locomotive Works.

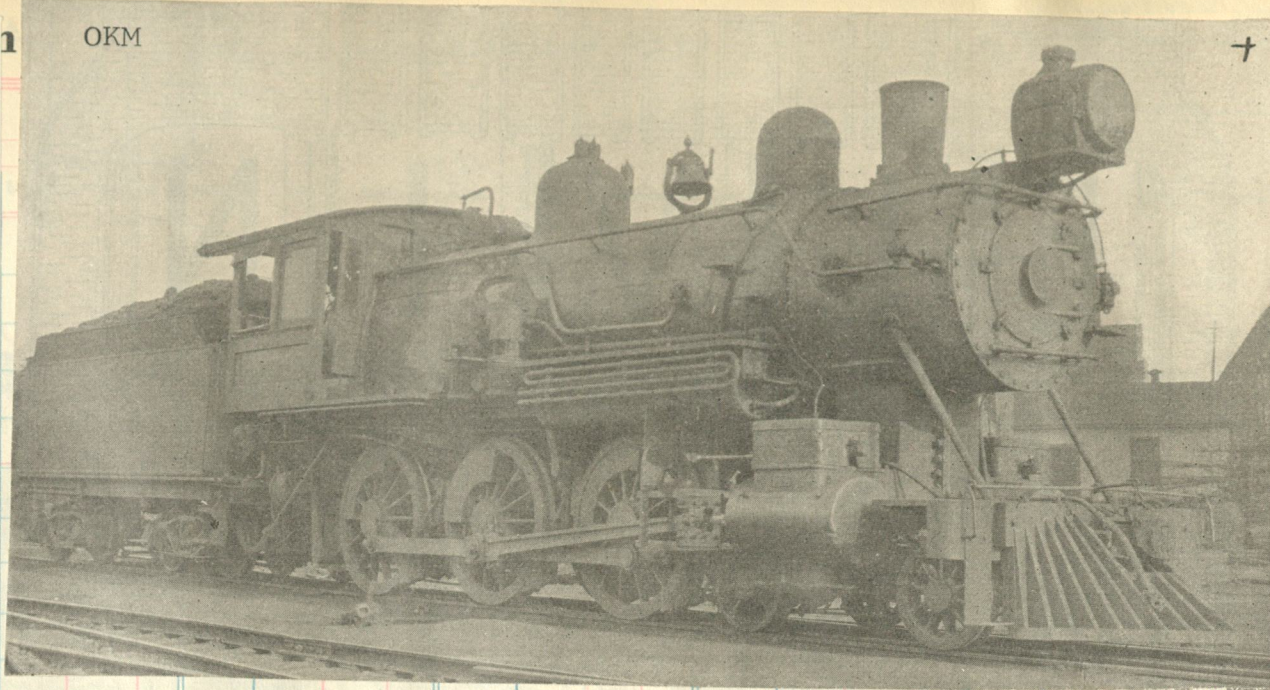
Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	1,857 sq. ft.
Cylinders.....	20 in. x 26 in.	Heating Surface, Firebox.....	181 sq. ft.
Steam Pressure.....	185 lbs.	Heating Surface, Total.....	2,038 sq. ft.
Diam. of Drivers.....	63 in.	Grate Area.....	44.1 sq. ft.
Tractive Effort.....	26,000 lbs.	Weight on Drivers.....	127,800 lbs.
Rigid Wheel Base.....	13 ft. 6 in.	Weight, Total.....	173,200 lbs.
Total Wheel Base.....	24 ft. 4 in.	Fuel.....	Soft coal

250-254
Baldwin 1910
c/n 35351
On static display
Tampa, Fla

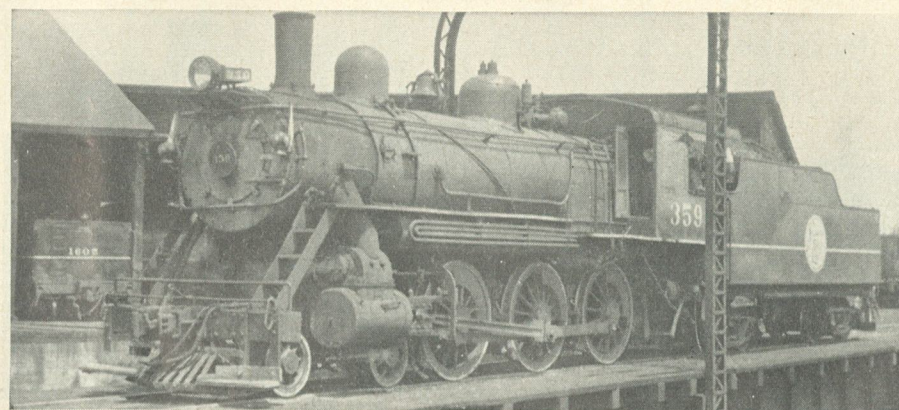


A "Copper Head" Ten-wheeler, with 68-inch Drivers, as Rebuilt with Superheater

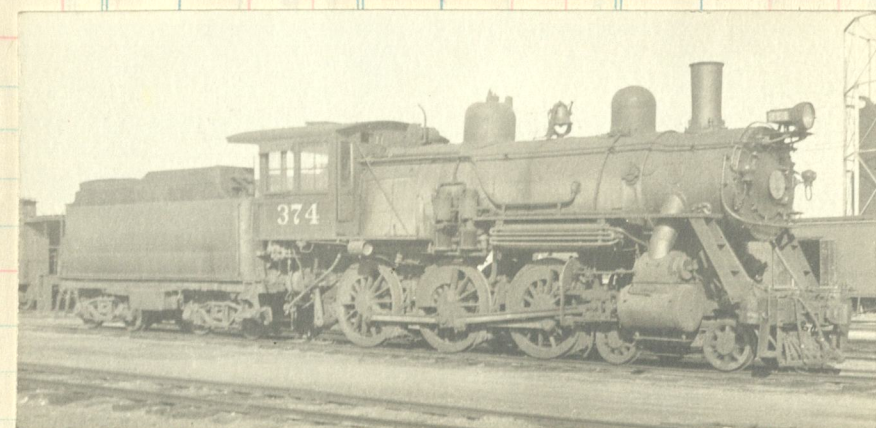
OKM



#359
351-365
Baldwin 1904
c/n 24576

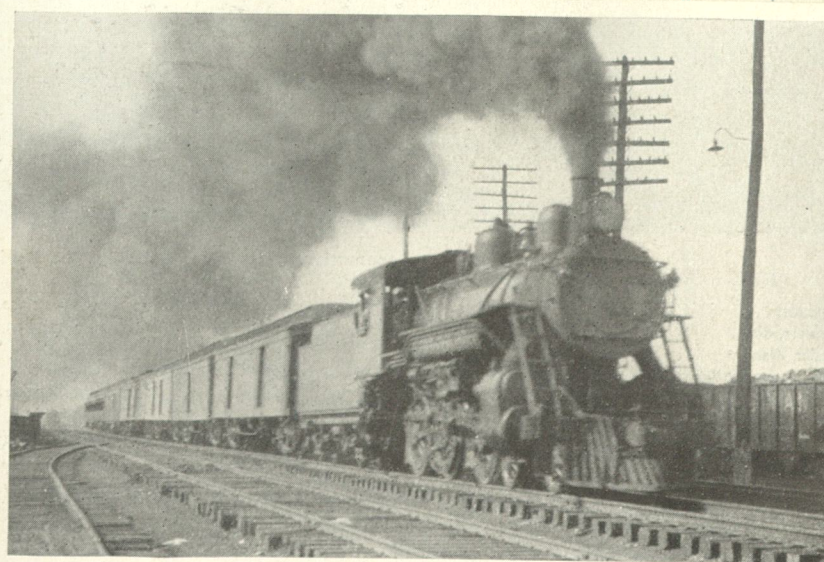
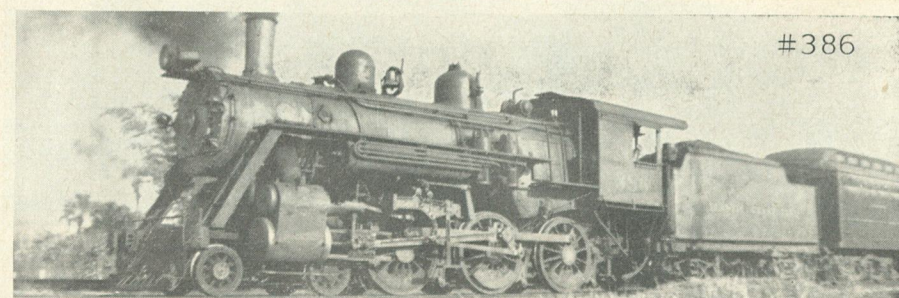


366-379
Baldwin 1905
c/n 25164
at Lakeland, Fla
Dec 1936
Foto by
C. C. Badger

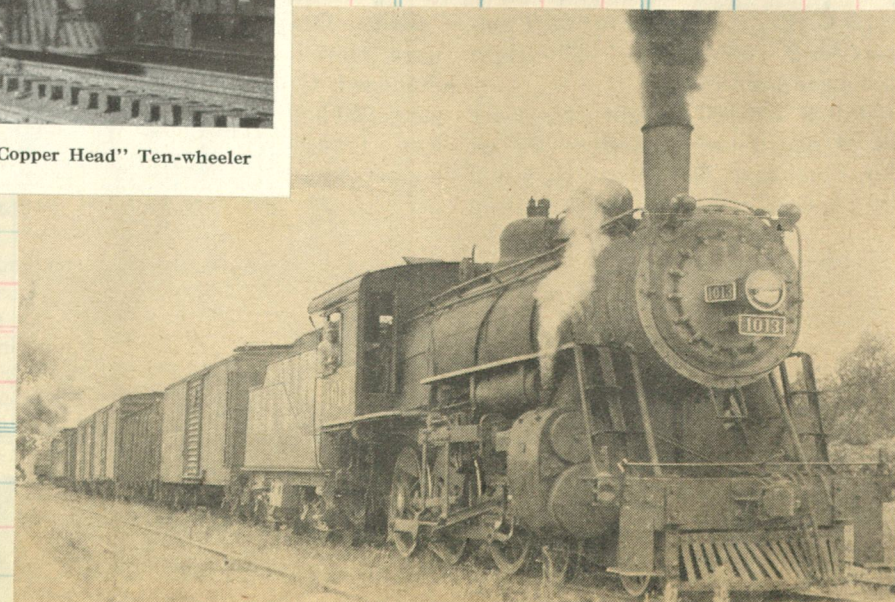


#386

2nd 386
380-387
Baldwin 1905
c/n 26907



Main Line Local Train No. 34, Hauled by a Rebuilt "Copper Head" Ten-wheeler using Superheated Steam



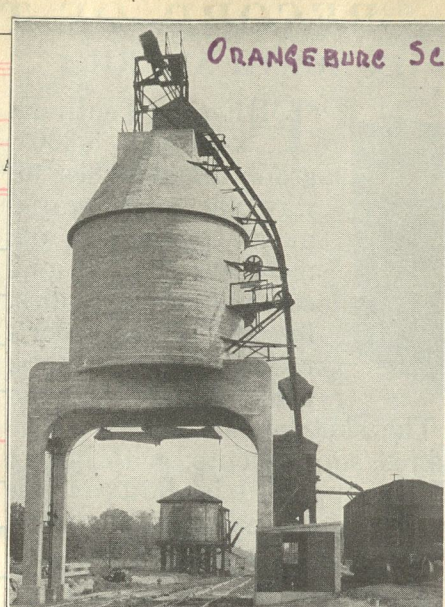
ATLANTIC COAST LINE ENGINE 1013 READY TO LEAVE PLYMOUTH, N. C.

Richard E. Prince, Jr.

PETERSBURG VA



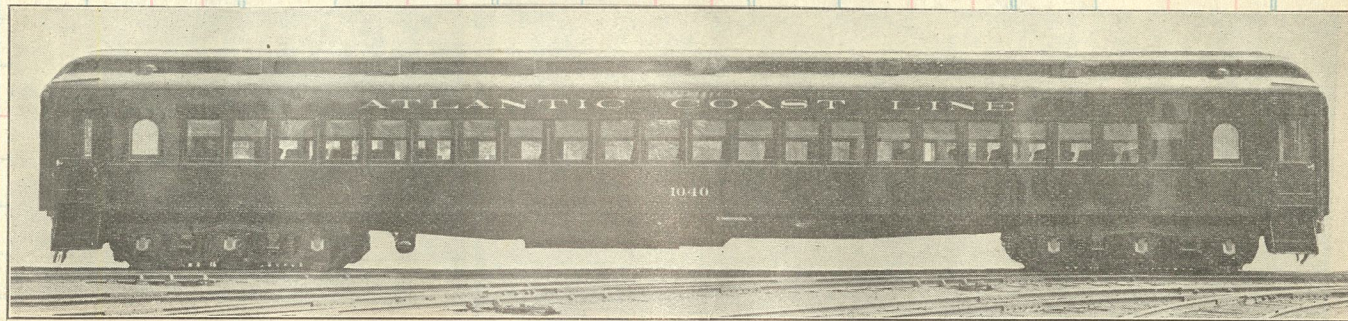
ORANGEBURG SC



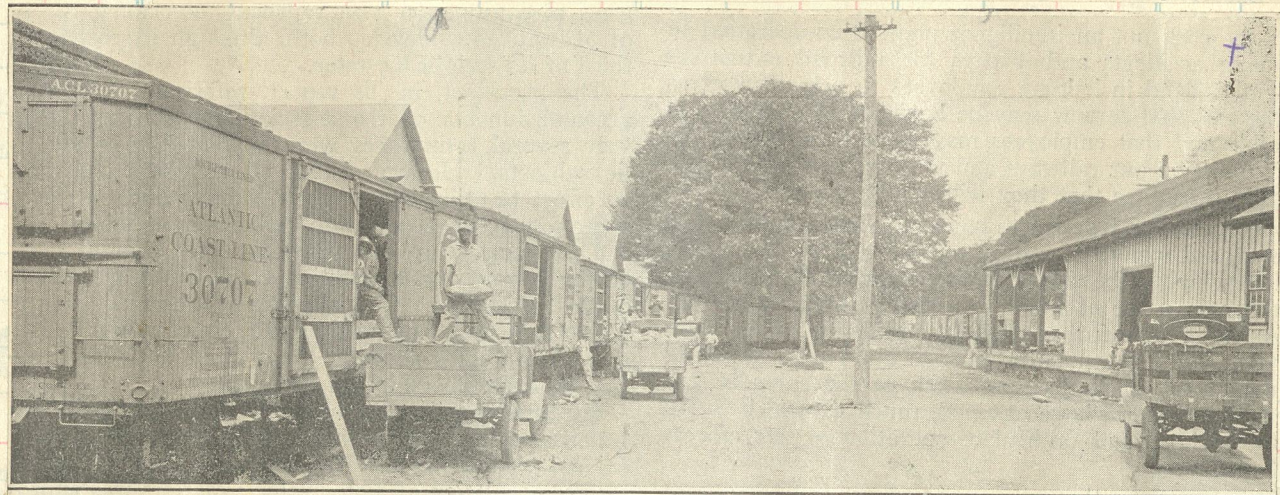
OKM



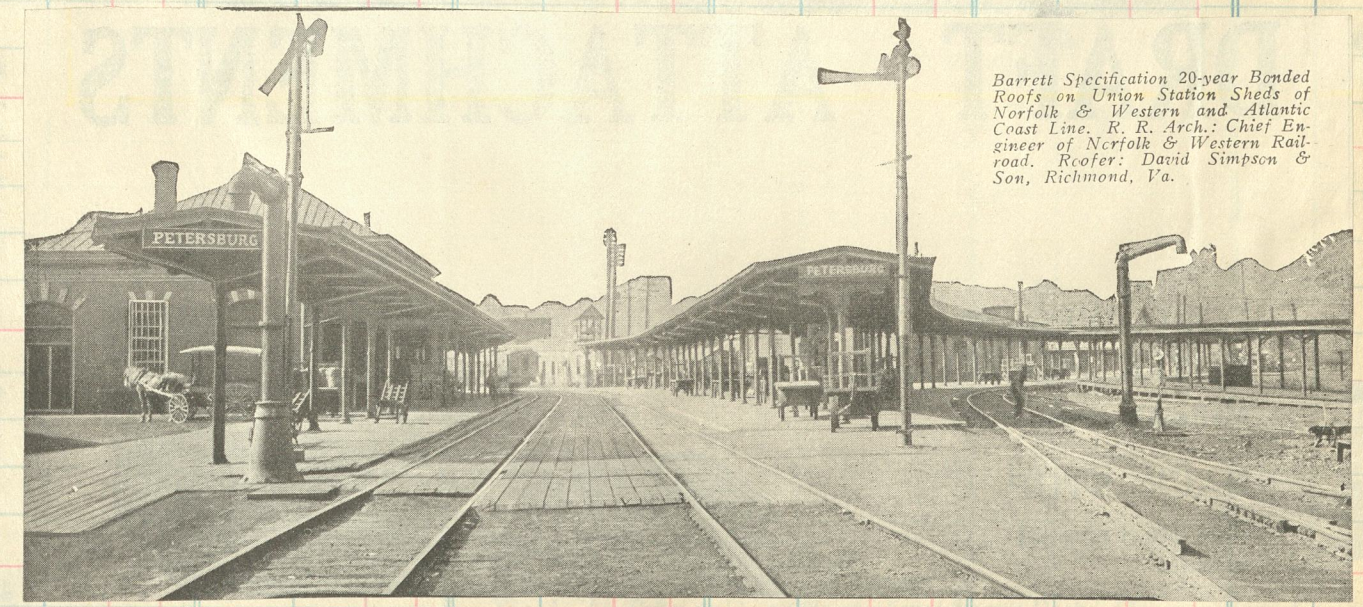
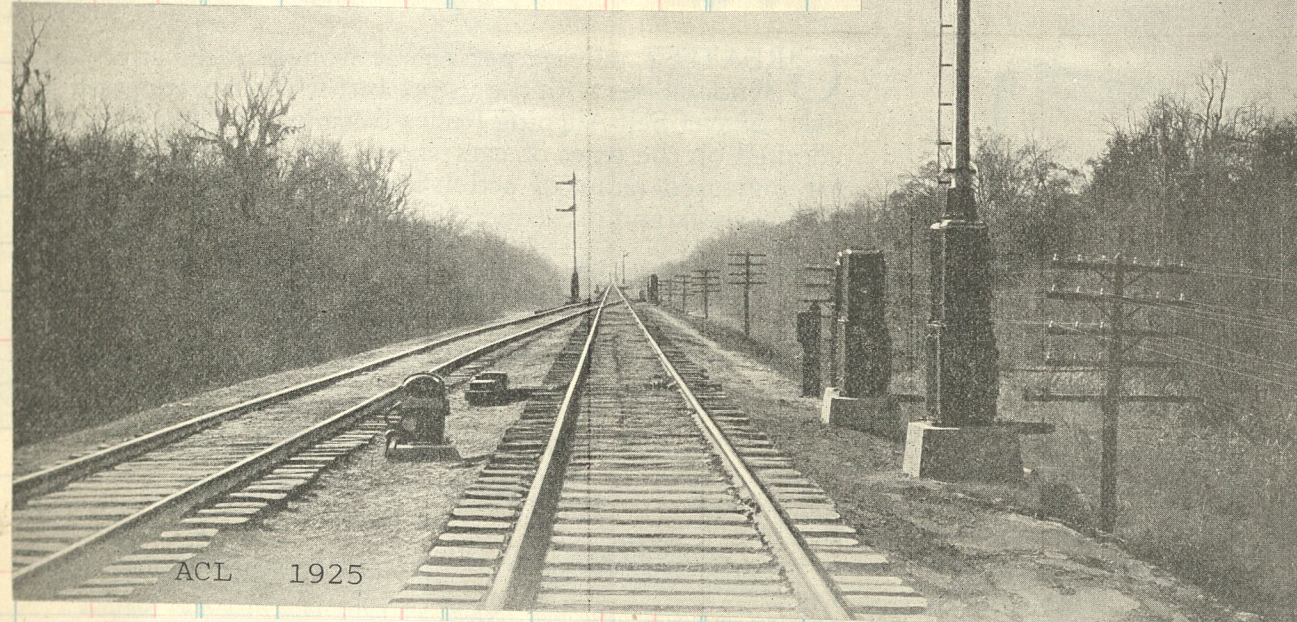
South of Folkston, Ga.



Atlantic Coast Line Passenger Coach Built at Harlan Plant of the Bethlehem Shipbuilding Corporation 1923

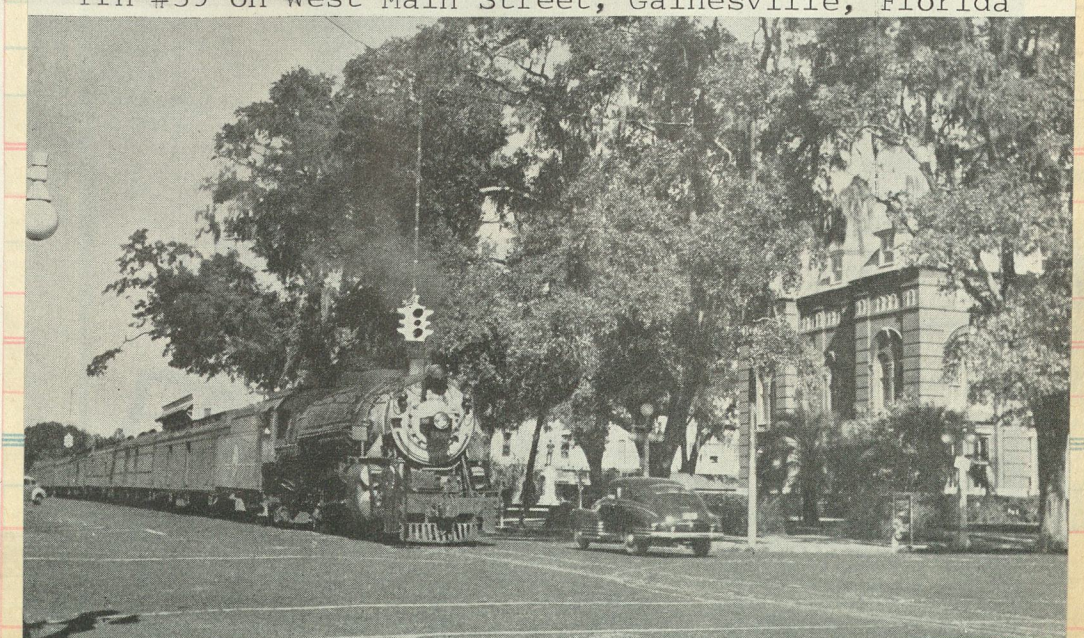


Loading Watermelons at Boston, Georgia, on the Atlantic Coast Line
Eighty-five Cars in One Day 1922



Barrett Specification 20-year Bonded
Roofs on Union Station Sheds of
Norfolk & Western and Atlantic
Coast Line. R. R. Arch.: Chief En-
gineer of Norfolk & Western Rail-
road. Rofer: David Simpson &
Son, Richmond, Va.

Trn #39 on West Main Street, Gainesville, Florida



140200-140399 1925

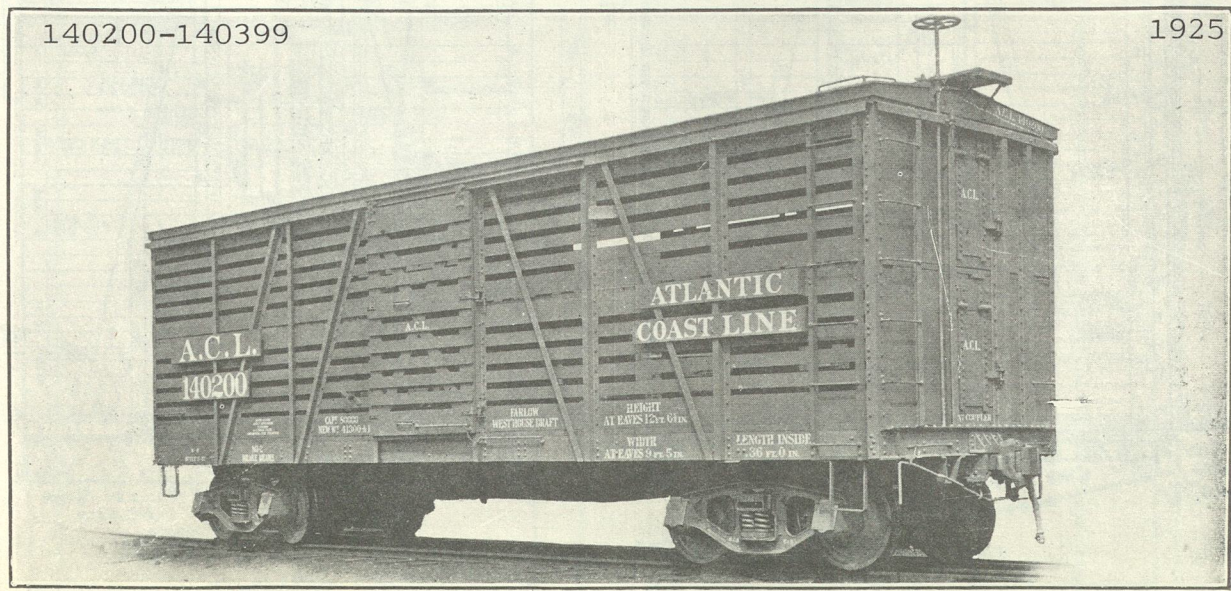
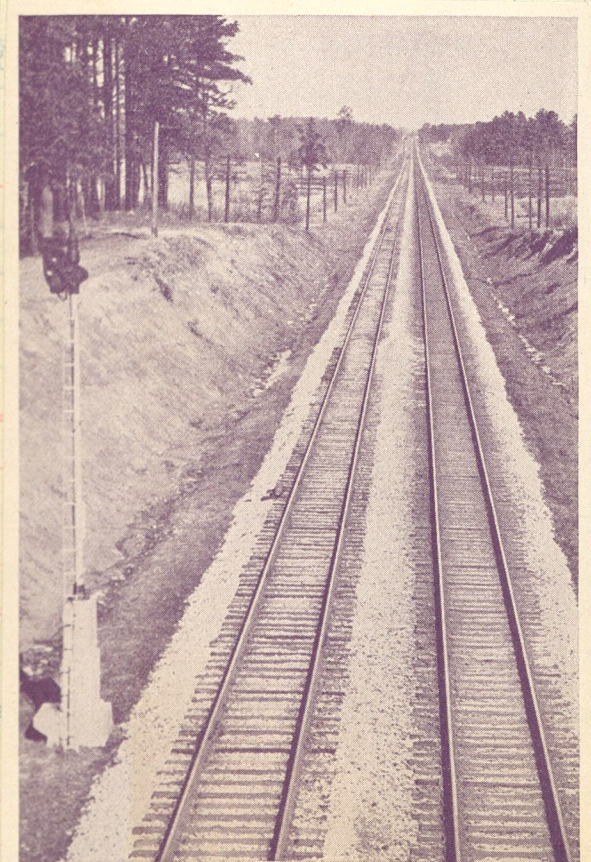
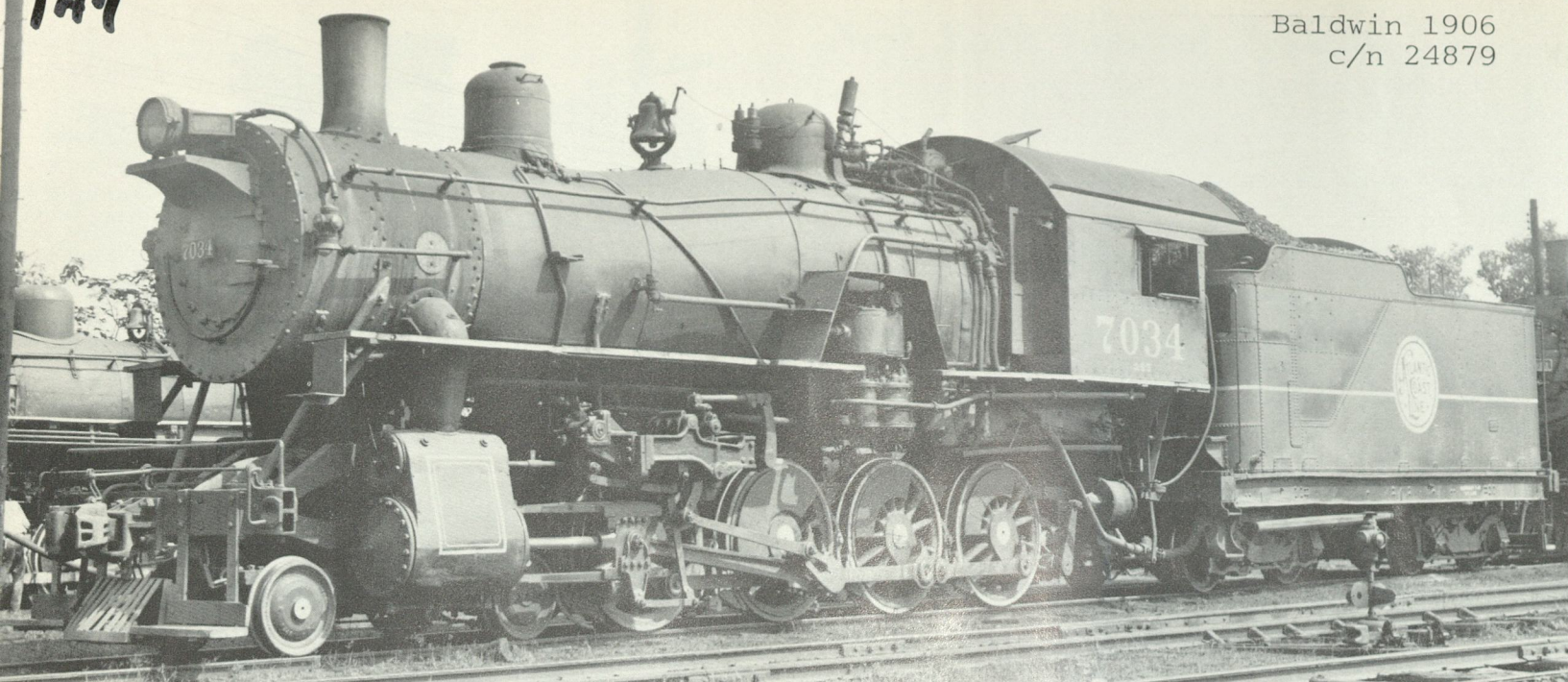


Fig. 45—Steel Underframe and Steel Superstructure Frame, 40-Ton Capacity, Double Deck Stock Car. Builder, Standard Steel Car Company.

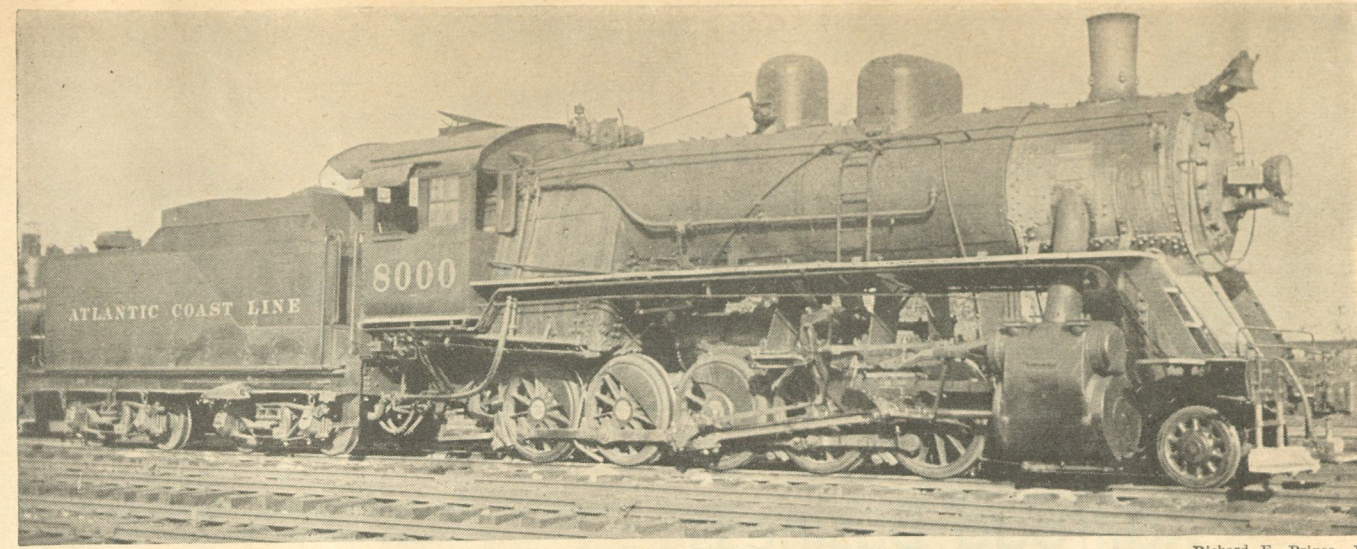


Tracks recently relaid with new 131-lb. rail and surfaced on crushed rock ballast, on the main line between Weldon, N. C., and Emporia, Va.

147



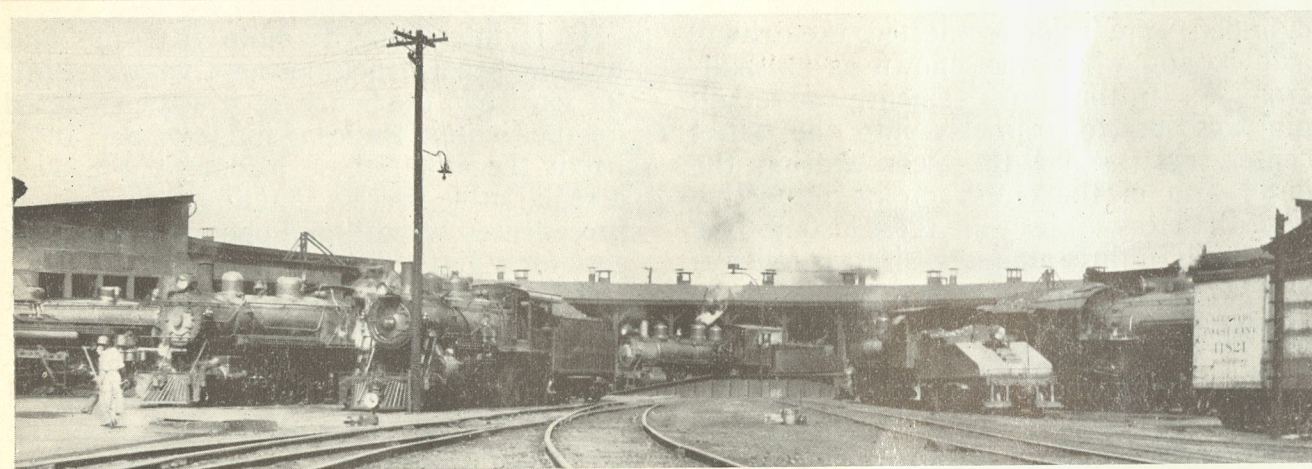
Baldwin 1906
c/n 24879



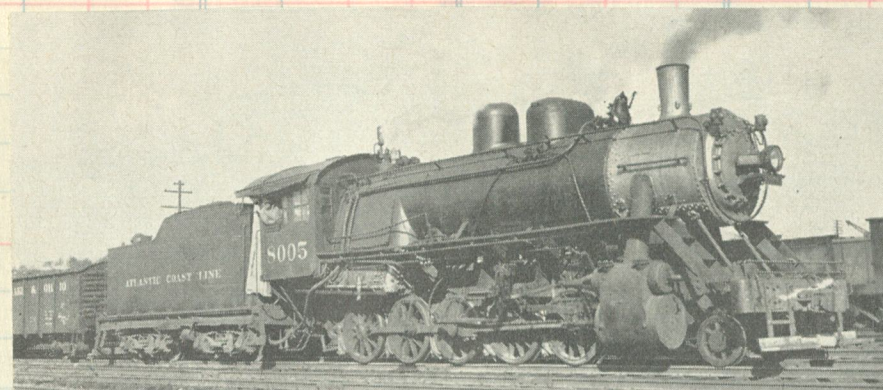
Amount

The A.C.L. acquired ten 'Ruskies' 2-10-0's which they need 8000-8009. The 8000 was built at Richmond in 1918 as USA #1061 c/n 58875. In 1942 was sold to C.& W.C. noed #404.

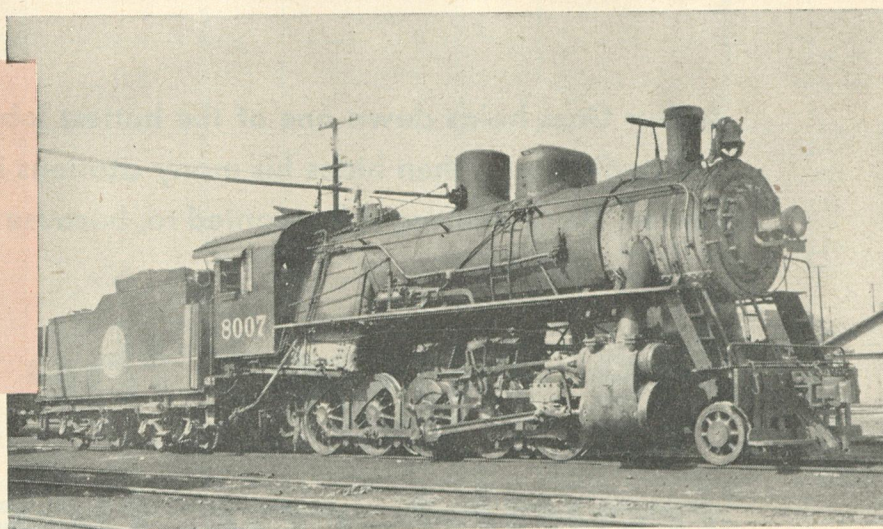
This old 'boomer' was the only 12 Wheeler on the Coast Line roster. Was built in 1906 by Baldwin as Norfolk & Western #485, c/n 24879. Was sold to the High Point, Thomasville & Denton with same number. Later became Atlanta, Birmingham & Coast #34. Came over to the A.C.L. in 1946 as #7034.



The Round House at South Rocky Mount, North Carolina

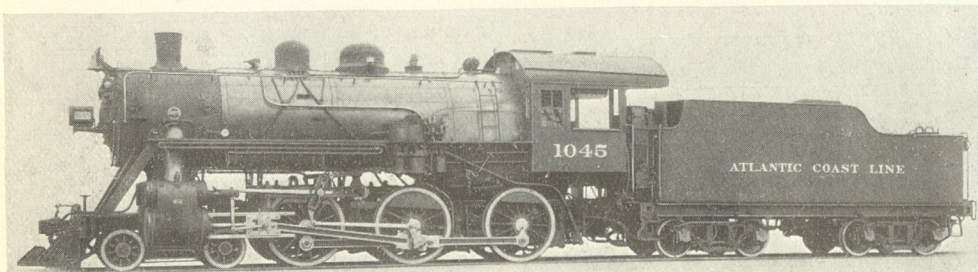


#8005, ex USA 1063, Richmond 1918
c/n 58877



ex USA #1106 c/n 47371 Baldwin 1917

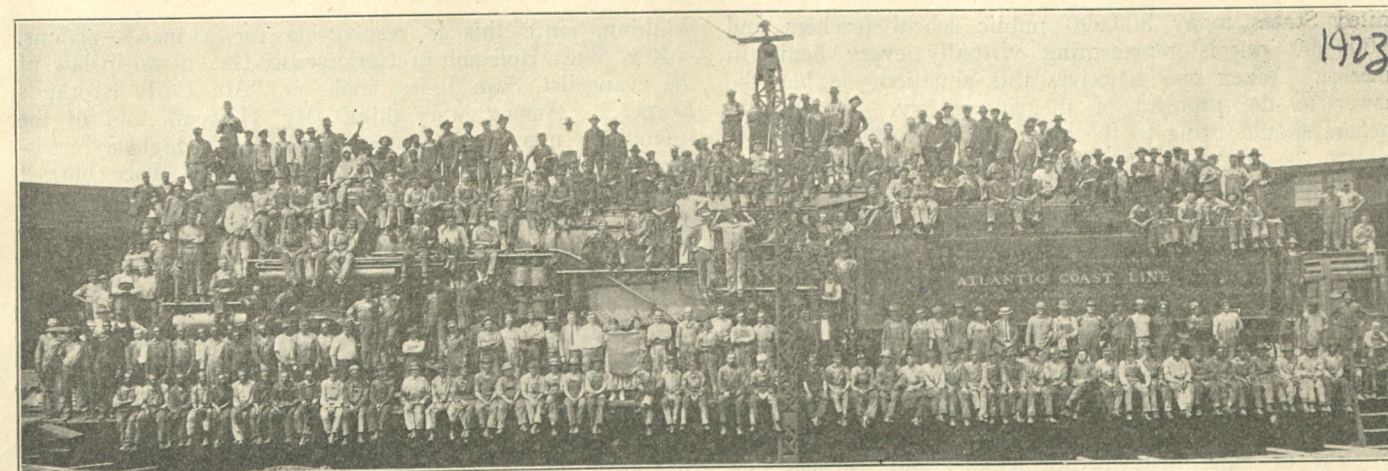
R. J. Foster.



Cylinders	23" x 26"
Drivers, diam.	63"
Steam pressure	200 lb.
Grate area	53.3 sq. ft.
Water heating surface	2477 sq. ft.
Superheating surface	574 sq. ft.
Weight on drivers	155,140 lb.
" total engine	207,300 lb.
Tractive force	37,200 lb.

c/n 55247

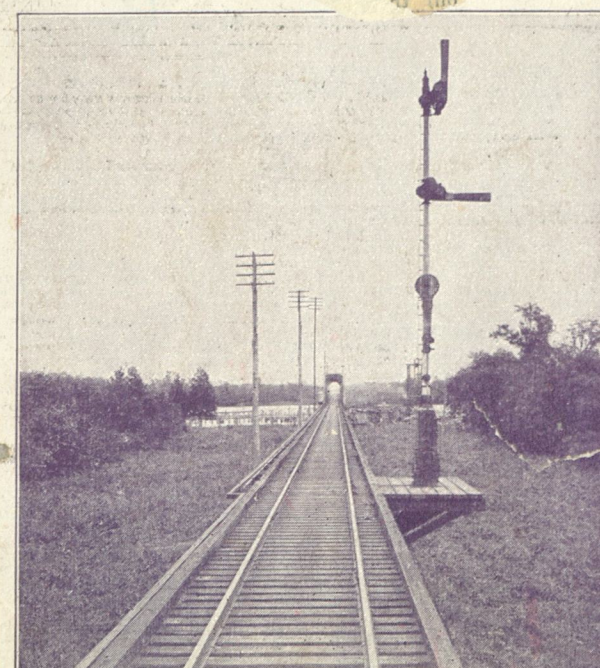
Ten-wheeled Locomotive, Class K-16, Built by The Baldwin Locomotive Works, 1922



Safety Committee and Other Employees of Atlantic Coast Line Shops at Savannah, Georgia. Five Hundred and Fifty-four Employees in These Shops; Only One Personal Injury in Three Months



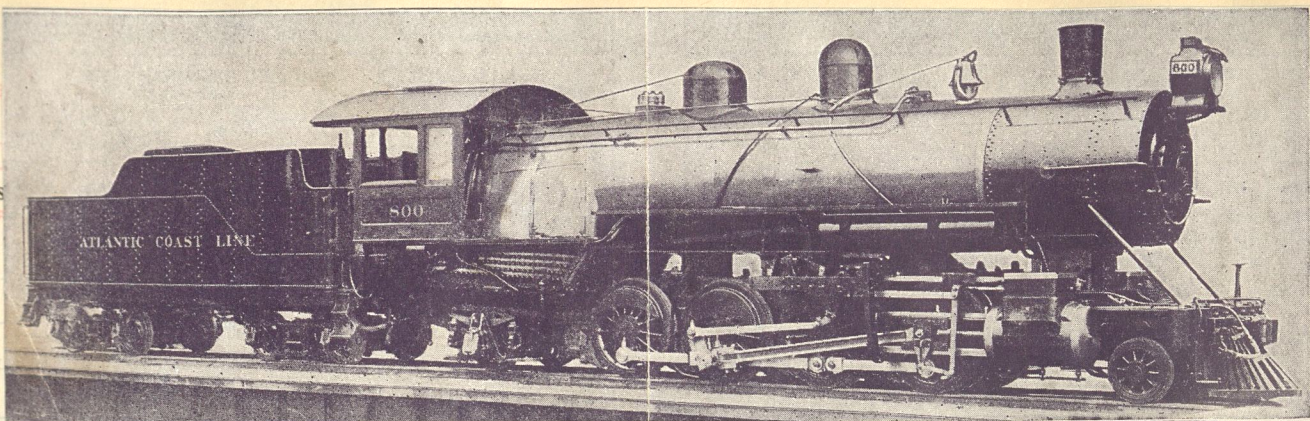
The 1045 was a 'trial edition'. The ACL was looking for a sturdy engine for branch line work. There was no question but what she was sturdy as she walks 53 cars down Albemarle St in Tarboro, NC bound for Rocky Mount. Only the one engine was built.



DRAWBRIDGE CLOSED
Note smashboard signifies clear position



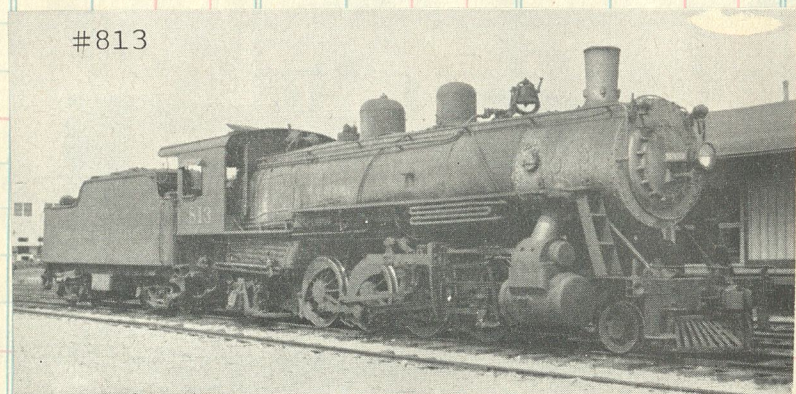
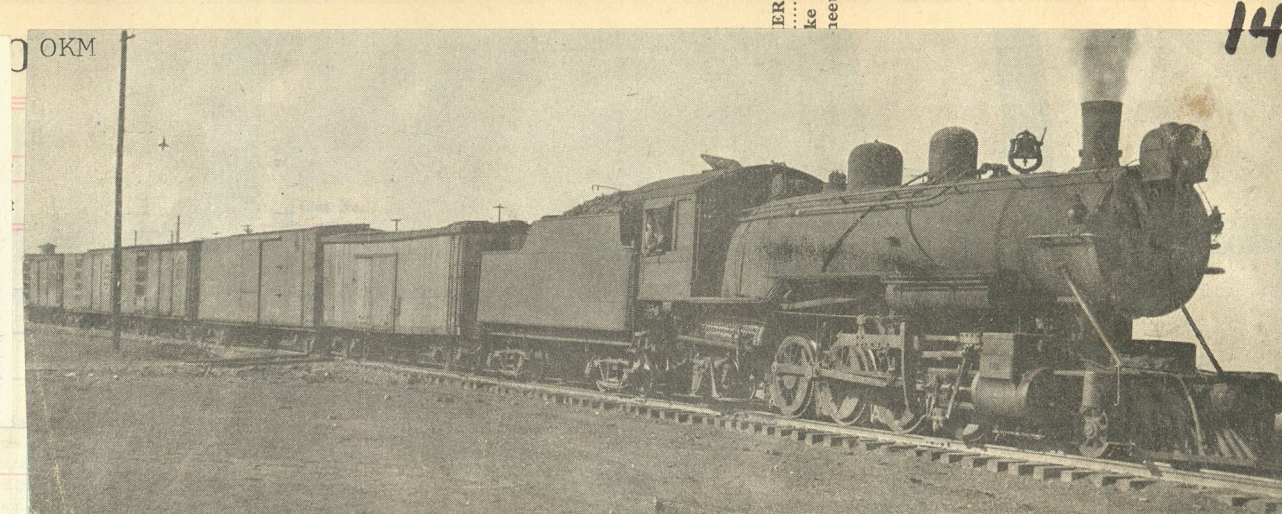
DRAWBRIDGE OPEN OKM
Note smashboard signifies stop position and would break engine-cab window



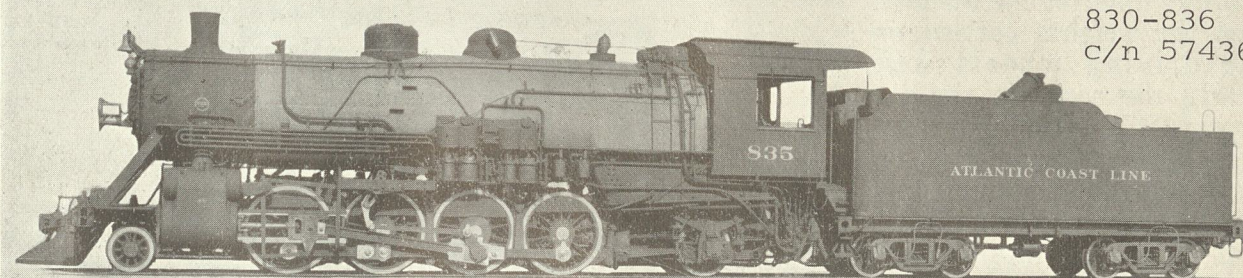
Latest Standard Atlantic Coast Line Freight Locomotive. 616 Freight Engines at your service.

Cylinders 22" x 30"
Drivers, diam. 56 1/2"
Steam pressure 185 lb.
Grate area 54 sq. ft.
Heating surface 3666 sq. ft.
Weight on drivers 183,650 lb.
" total engine 233,450 lb.
Tractive force 40,400 lb.

800-819
c/n 36862



#813

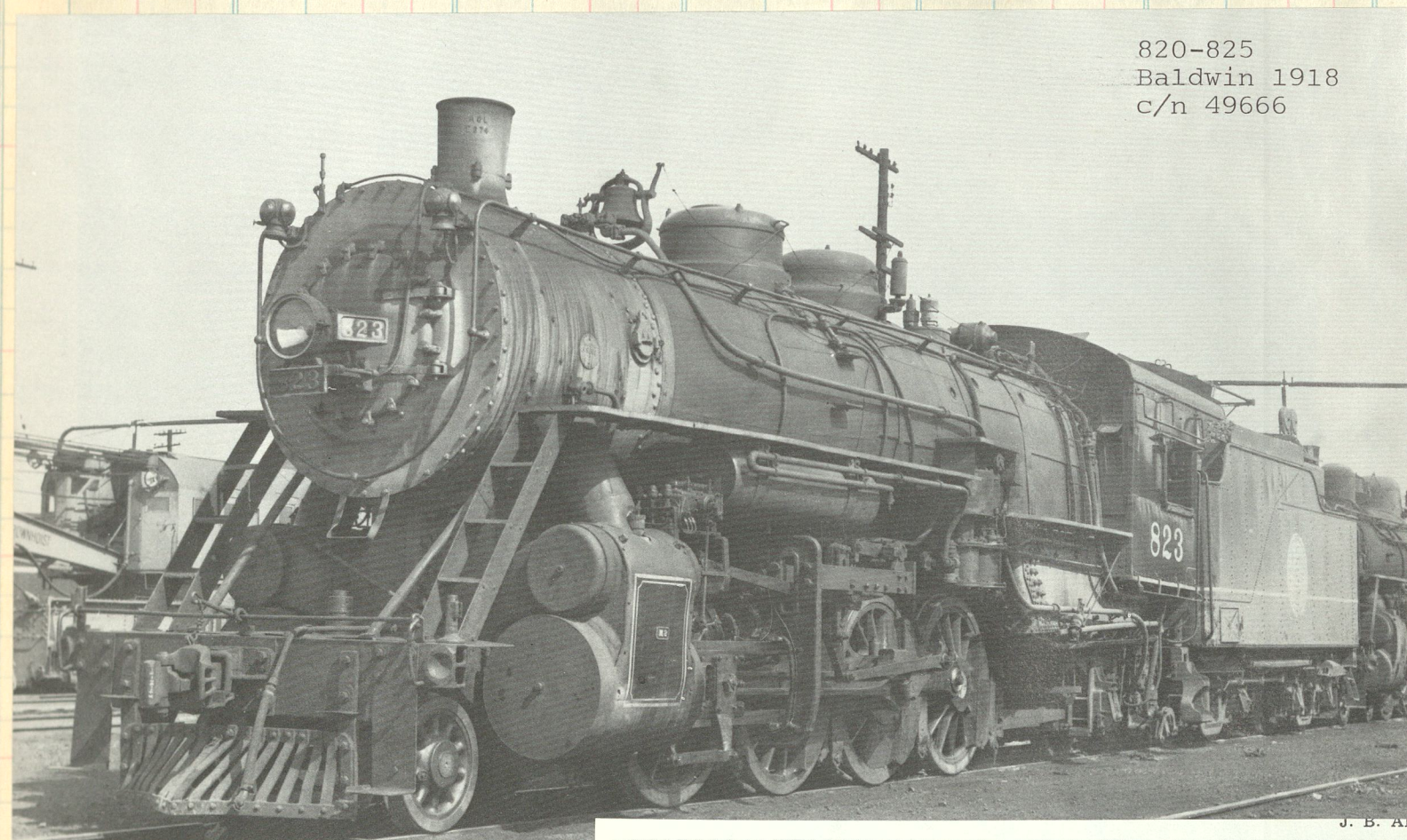


830-836
c/n 57436

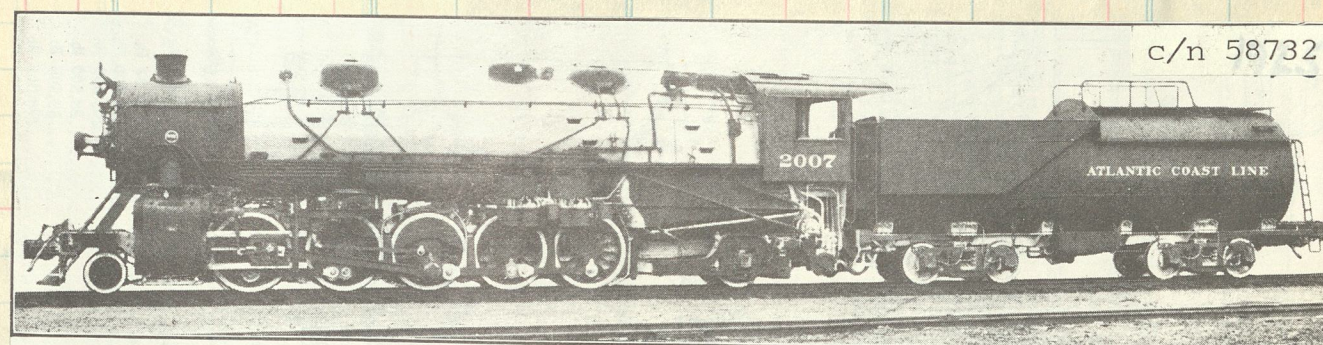
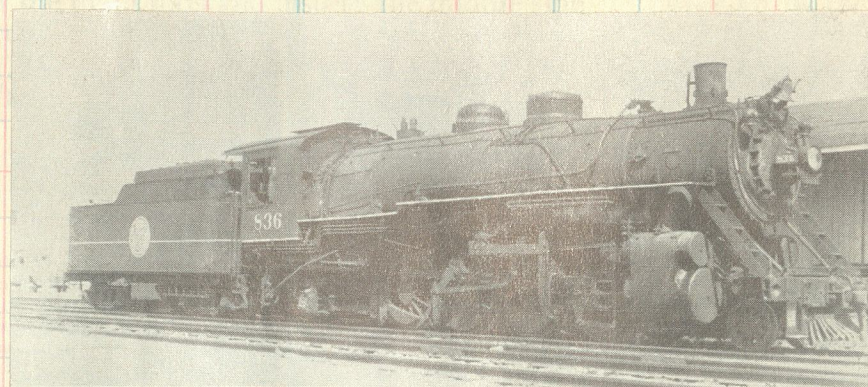
Mikado Type Locomotive, Class M-2, Built by The Baldwin Locomotive Works, 1923

Cylinders	27" x 30"	Tubes, number	5 3/8", 36; 2", 240	Wheel base, driving	16' 9"	Weight, total engine	295,030 lb.
Drivers, diam.	63"	" length	16' 6"	" " total engine	35' 0"	" " and	483,500 lb.
Boiler, diam.	78"	Grate area	73.5 sq. ft.	" " and	"	tender	10,000 U. S. gal.
Steam pressure	200 lb.	Water heating surface	3253 sq. ft.	tender	70' 10 1/4"	Tank capacity	16 tons
Firebox	120 1/2" x 88"	Superheating surface	718 sq. ft.	Weight on drivers	232,430 lb.	Fuel	59,000 lb.
Tubes, diam.	5 3/8" & 2"					Tractive force	

#835 sold to the Charleston & Western Carolina #857 in 1949



820-825
Baldwin 1918
c/n 49666

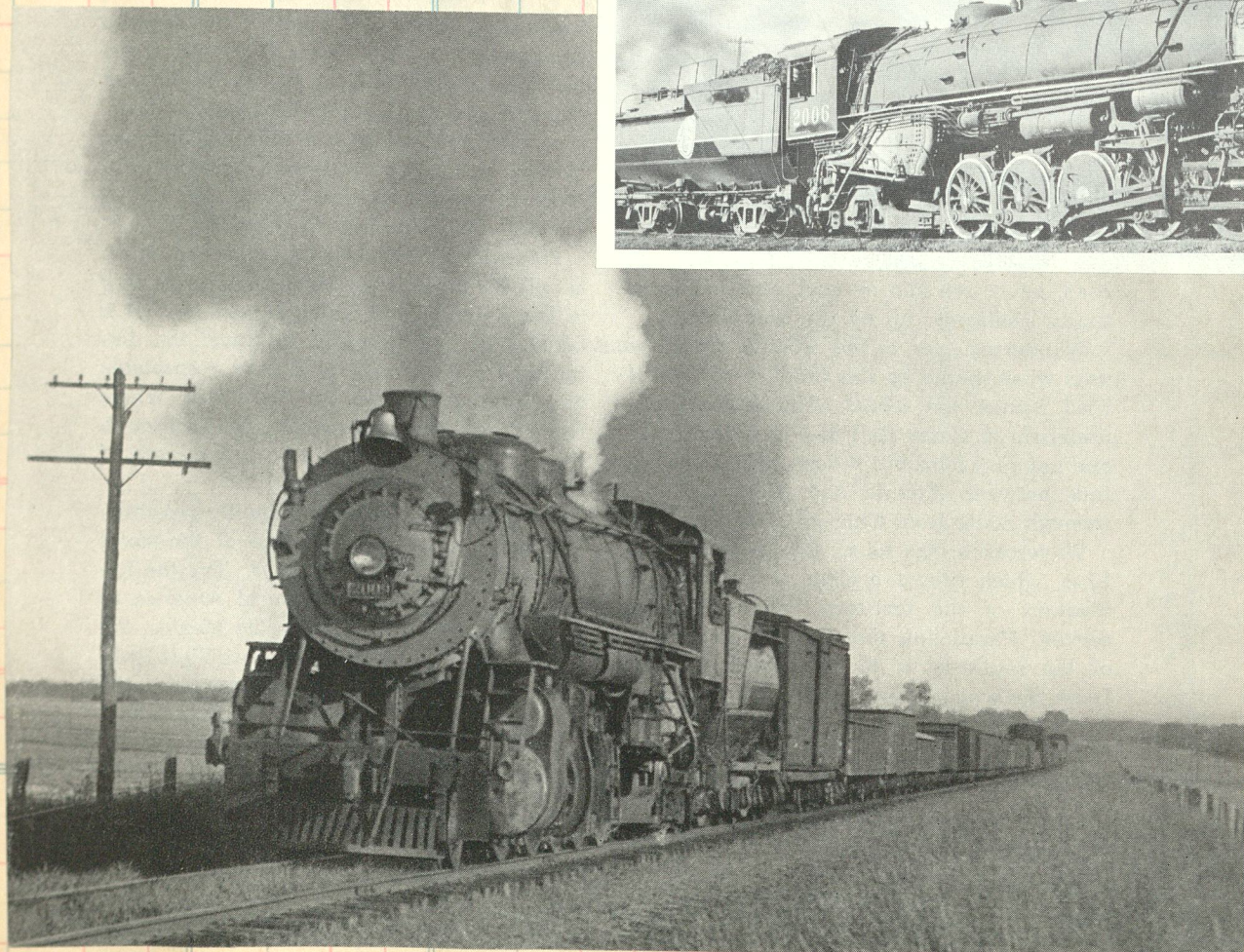
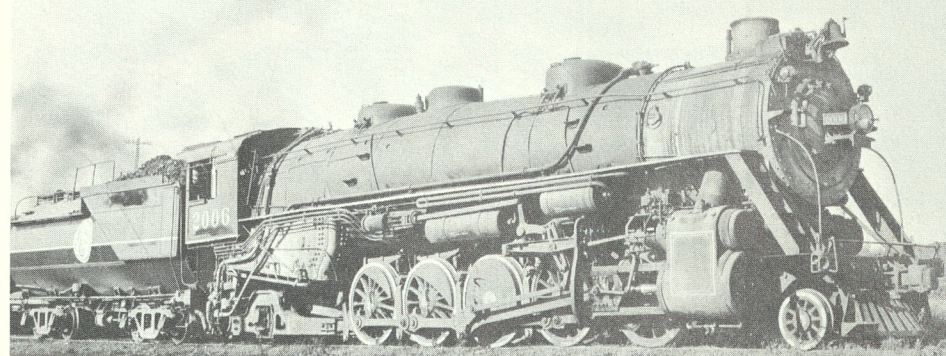


c/n 58732

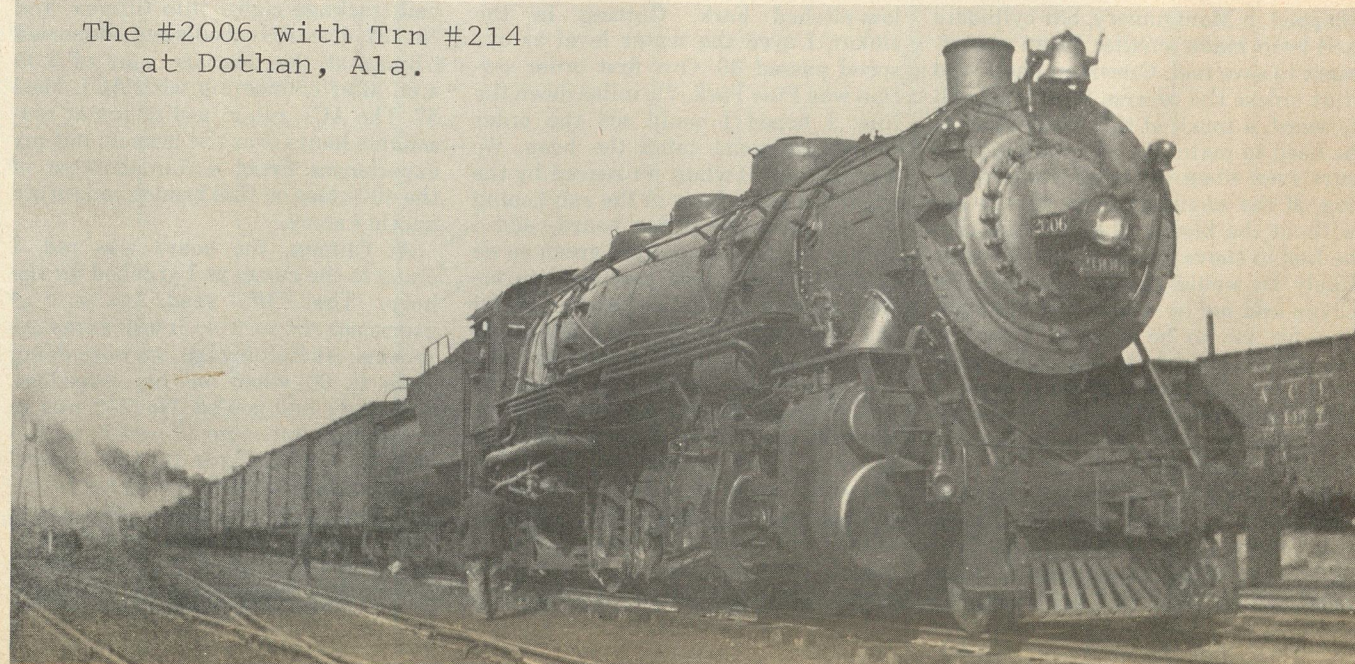
Fig. 110—Atlantic Coast Line 2-10-2 (Santa Fe) Type Locomotive for Freight Service. Built by The Baldwin Locomotive Works.

2000-2019		blt 1925	
Cylinders, diameter and stroke	30 in. x 32 in.	Driving wheel base	22 ft. 10 in.
Tractive force	75,700 lb.	Total engine wheel base	42 ft. 9 in.
Cylinder horsepower	3,163 hp.	Fuel	Soft coal
Drivers, diameter	63 in.	Grate area	88.2 sq. ft.
Weight on drivers	303,060 lb.	Steam pressure	195 lb.
Weight on front truck	27,120 lb.	Evaporative heating surface	4,975 sq. ft.
Weight on trailing truck	61,800 lb.	Superheating surface	1,230 sq. ft.
Total weight of engine	391,980 lb.	Tender capacity	12,000 gal.—16 tons

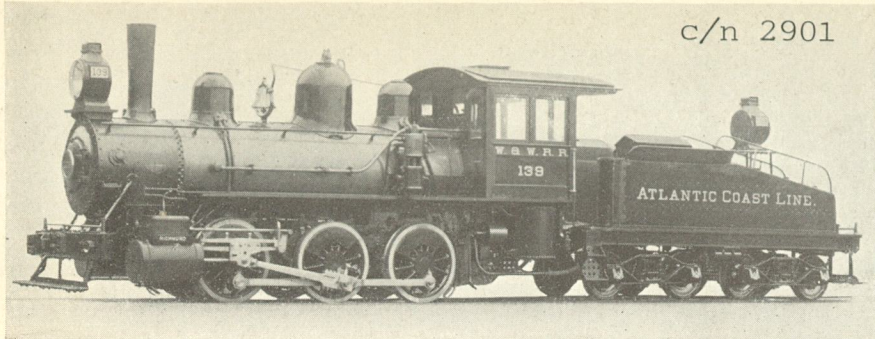
#2007 sold to the C. & I. M. in 1952 noed 708, 755



The 2009 enroute to Dothan



The #2006 with Trn #214
at Dothan, Ala.

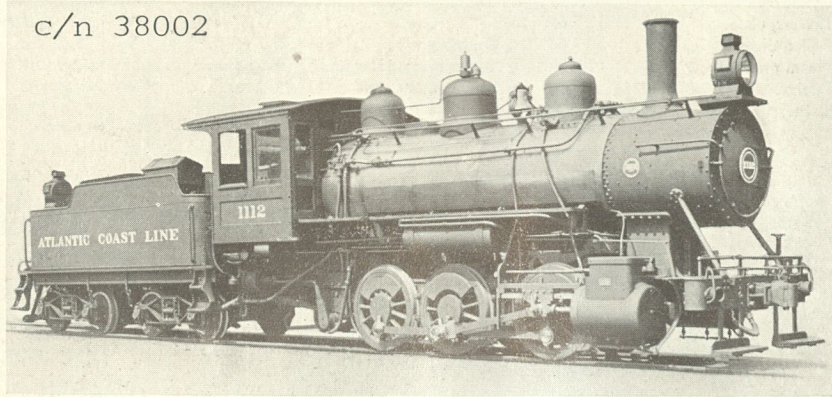


c/n 2901

Cylinders
Drivers, diam. 18" x 24"
Steam pressure 50"
Grate area 180 lb.
Heating surface 19.7 sq. ft.
Weight, total engine 1184 sq. ft.
Tractive force 96,000 lb.
23,800 lb.

to ACL #116, C&WC #302

Photo furnished by American Locomotive Co.
Built by the Richmond Locomotive Works, 1899

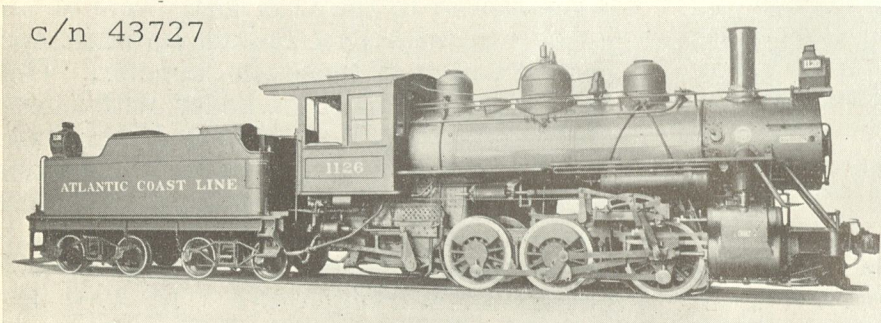


c/n 38002

Class E-10, Built by The Baldwin Locomotive Works, 1912

Cylinders
Drivers, diam. 19" x 24"
Steam pressure 50"
Grate area 180 lb.
Heating surface 20.9 sq. ft.
Weight, total engine 1724 sq. ft.
Tractive force 121,050 lb.
26,500 lb.

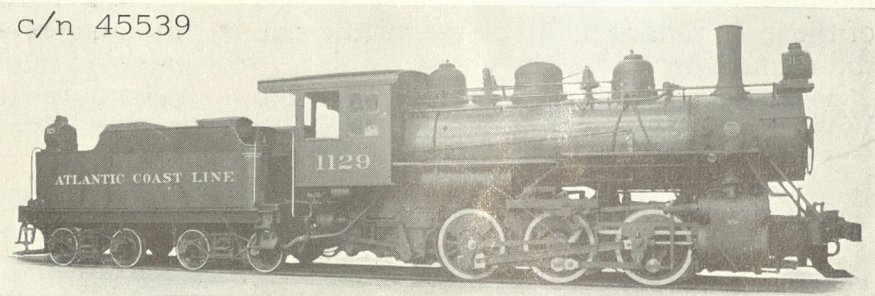
1100-1113



c/n 43727

Class E-11, Built by The Baldwin Locomotive Works, 1916

Cylinders
Drivers, diam. 19" x 24"
Steam pressure 50"
Grate area 180 lb.
Heating surface 20.9 sq. ft.
Water heating surface 1231 sq. ft.
Superheating surface 257 sq. ft.
Weight, total engine 129,550 lb.
Tractive force 26,500 lb.

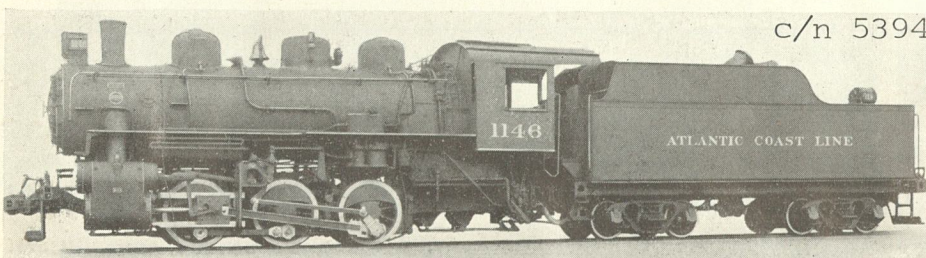


c/n 45539

Class E-12, Built by The Baldwin Locomotive Works, 1917

Cylinders
Drivers, diam. 20" x 24"
Steam pressure 50"
Grate area 200 lb.
Heating surface 20.9 sq. ft.
Water heating surface 1229 sq. ft.
Superheating surface 286 sq. ft.
Weight, total engine 129,250 lb.
Tractive force 32,700 lb.

1128-1135
#1129 to N&PBL

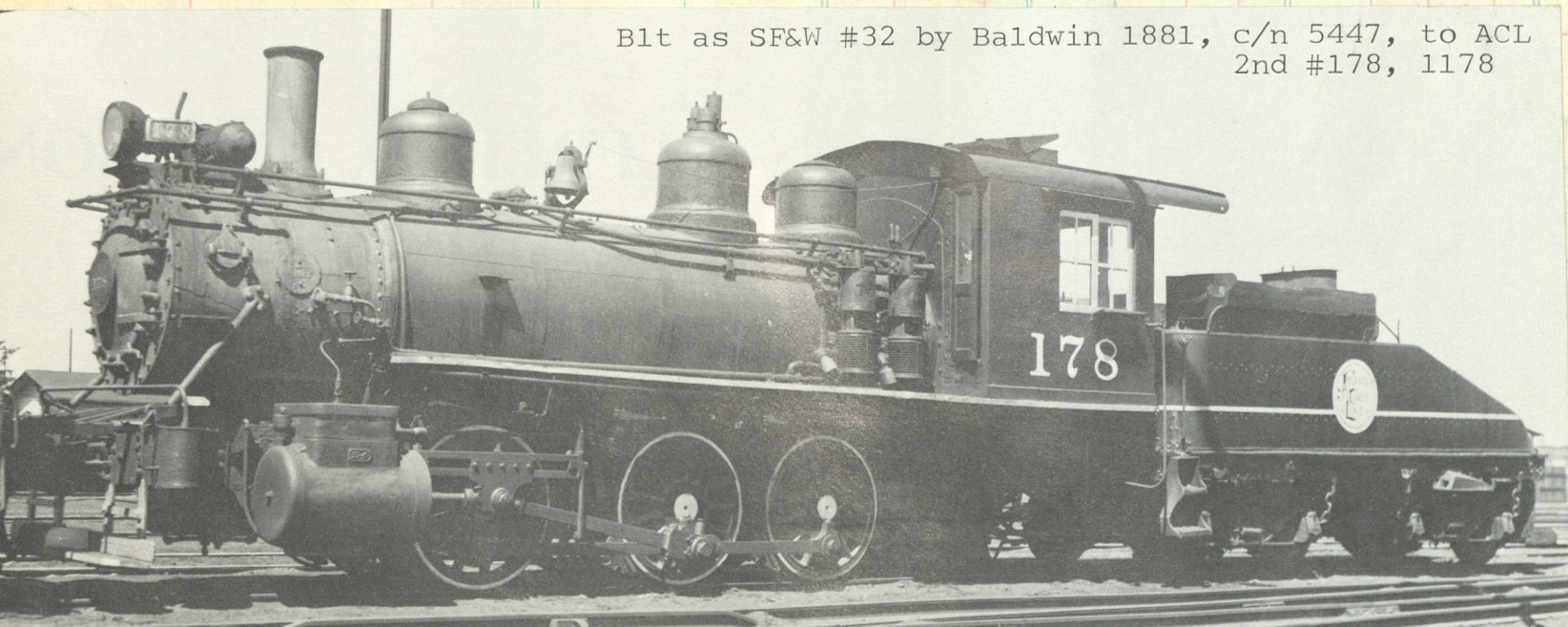


c/n 53948

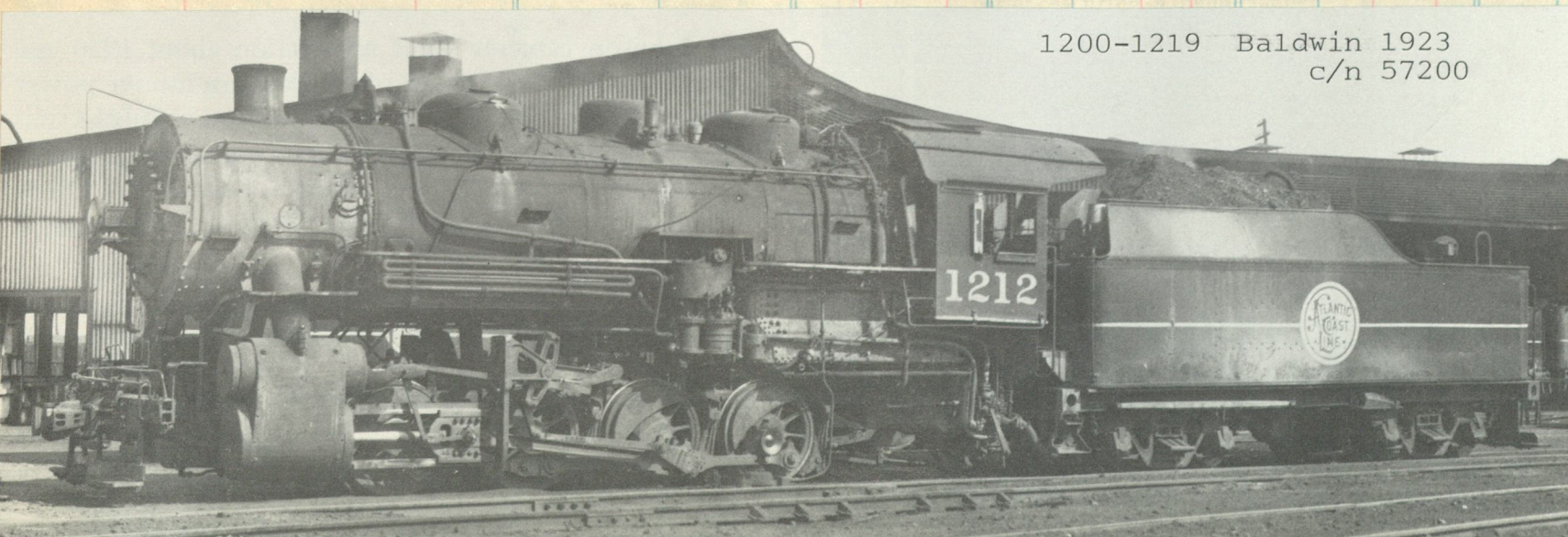
Class E-13, Built by The Baldwin Locomotive Works, 1920

Cylinders
Drivers, diam. 21" x 28"
Steam pressure 51"
Grate area 190 lb.
Heating surface 33.2 sq. ft.
Weight, total engine 2517 sq. ft.
Tractive force 163,600 lb.
39,100 lb.

1146-1150



Blt as SF&W #32 by Baldwin 1881, c/n 5447, to ACL
2nd #178, 1178



1200-1219 Baldwin 1923
c/n 57200

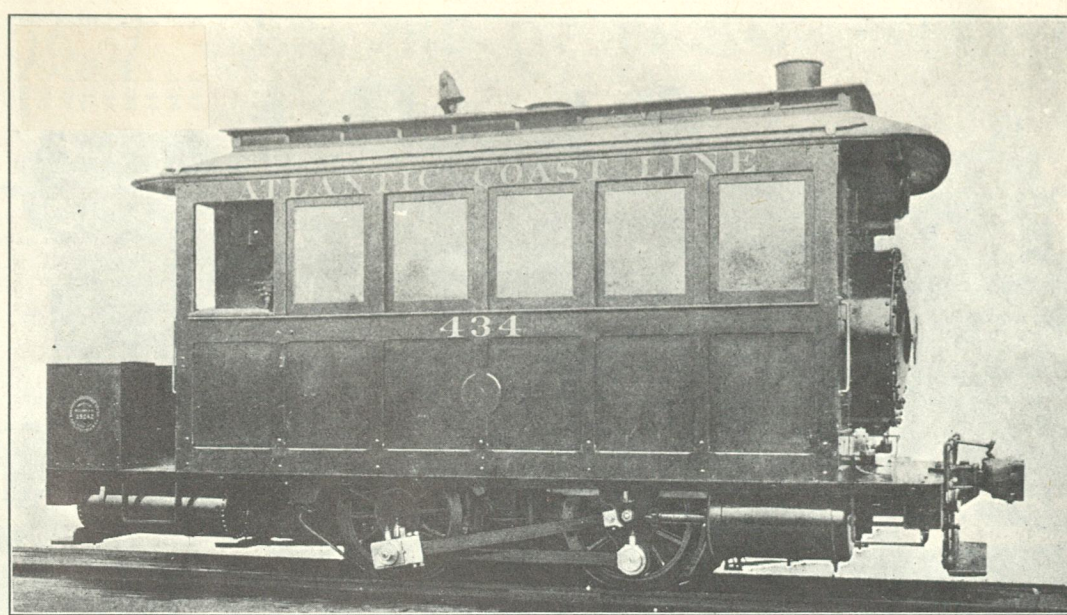
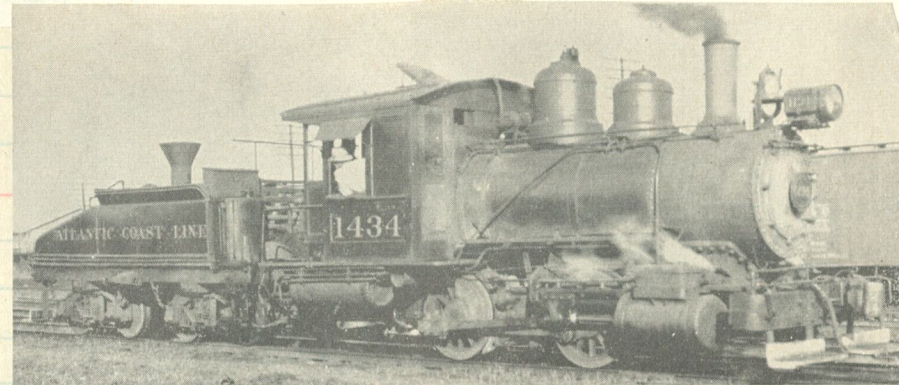
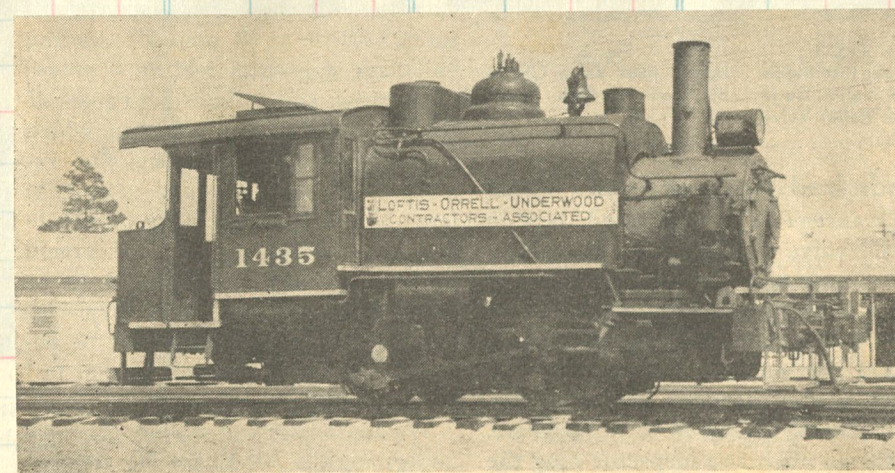


Fig. 7—Four-Wheel (0-4-0) Switcher. Built for Atlantic Coast Line by Baldwin Loco. Works. Cylinders, 17 in. x 24 in. Steam Pressure, 180 lbs. Diameter of Drivers, 44 in. Tractive Effort, 24,120 lbs. Heating Surface—Tubes, 718 sq. ft.; Firebox, 80.1 sq. ft.; Total, 798.1 sq. ft. Grate Area, 20.2 sq. ft. Rigid Wheel Base, 6 ft. 6 in. Total Weight of Engine, 95,380 lbs. Fuel, Soft Coal.



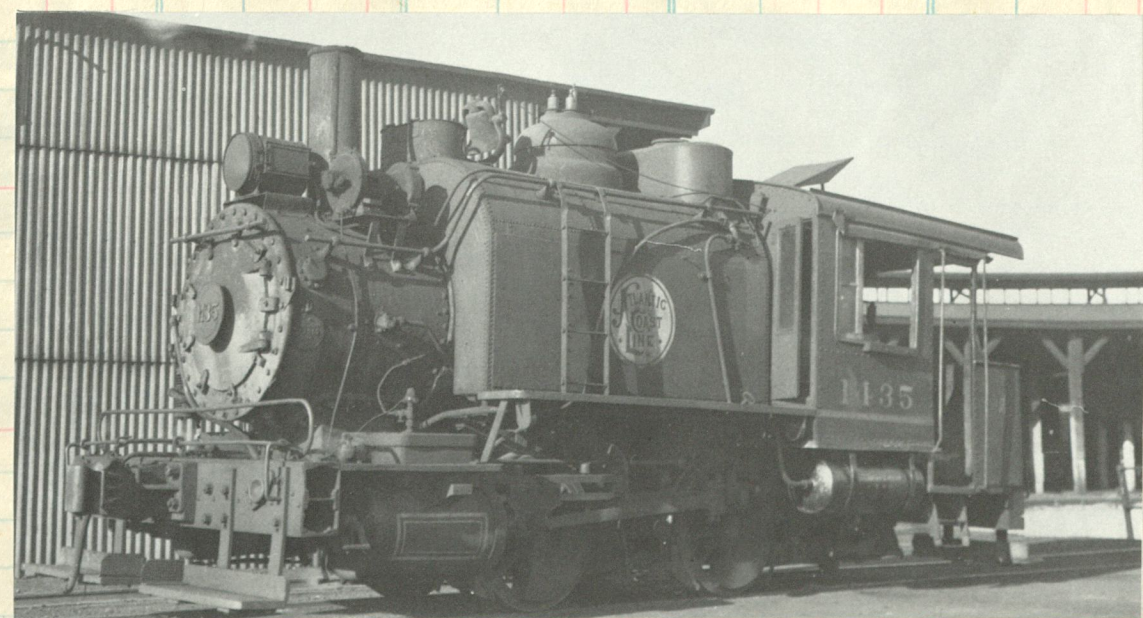
A 'vest pocket' issue, the 434 was built in 1905 (c/n 25242) for switching the warehouses in Montgomery. Later the 'box' was removed and a tender added.



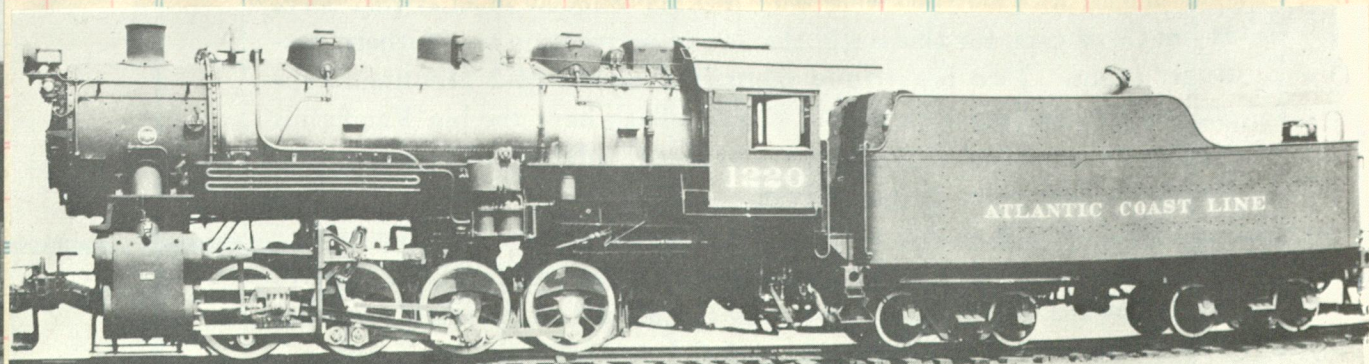
ATLANTIC COAST LINE SWITCHER 1435 AIDS DEFENSE
This saddle tank switcher, built in 1910, is doing its part for contractors building a new shipyard at Wilmington, N.C. Photo submitted by Brother C. F. Hutchinson, Div. 314.

Baldwin 1912 c/n 37913

MAY, 1944, ISSUE OF THE



Emerson Shops engine

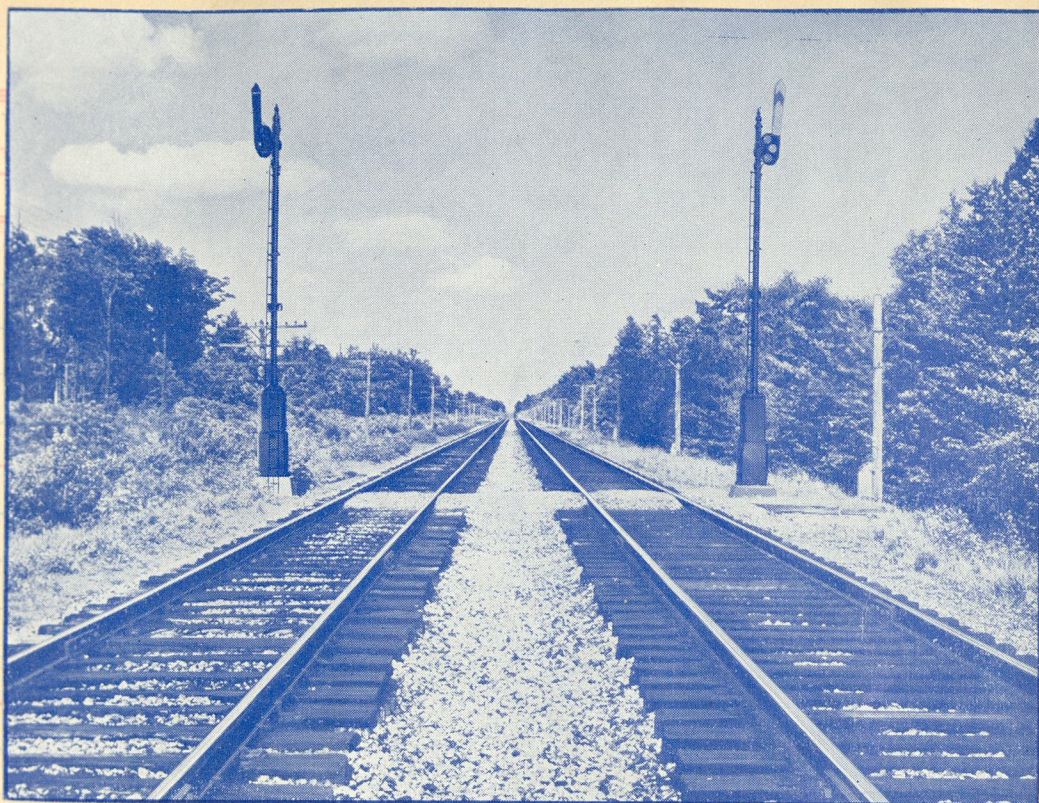


1220-1224

c/n 57869

Baldwin 1924

Clos. No.

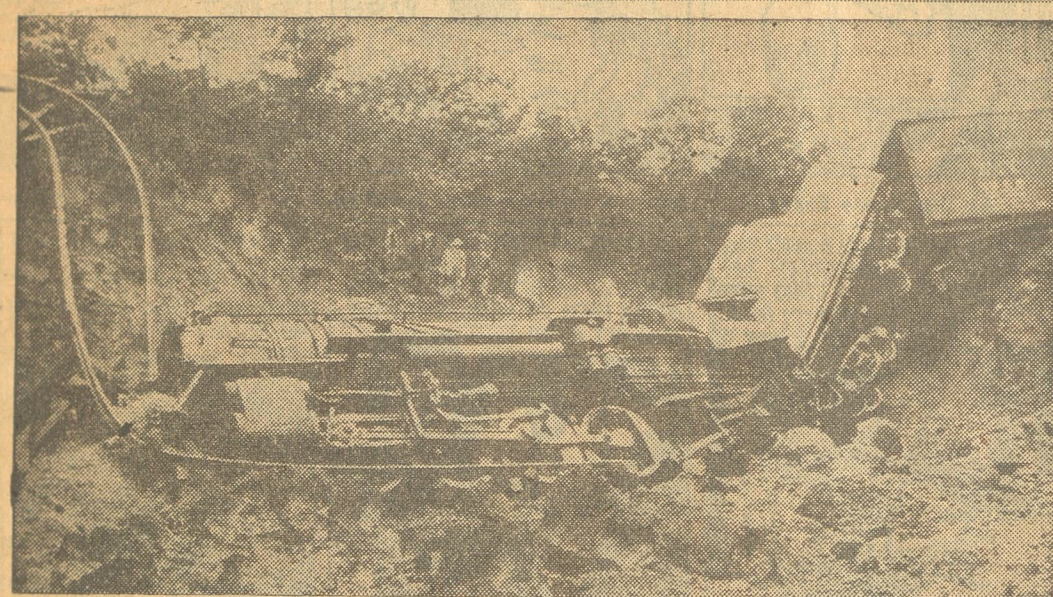


Sold



Noon at the junction. An extra freight, No. 1017, northbound, switches on southbound main track of the Coast Line. Leverman-operator in the signal tower behind No. 1017 has indicated

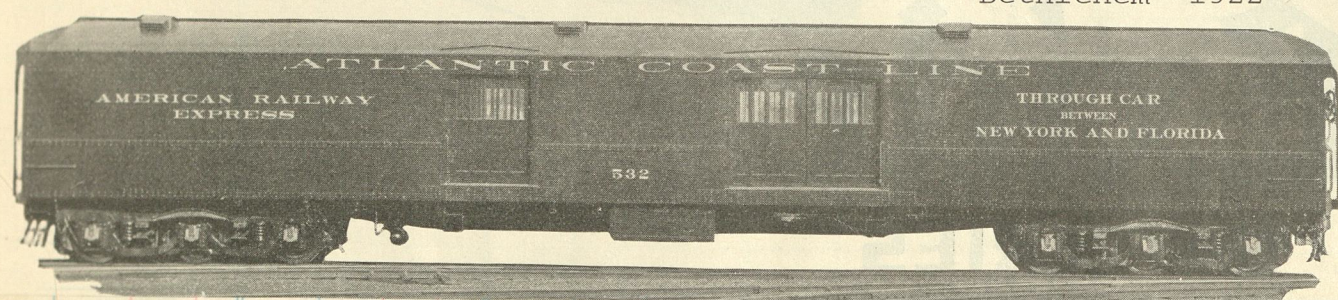
permission by setting the semaphore opposite the tender at vertical. He holds No. 42, eastbound on the C. & W. C., at station with the arm at stop on the signal seen between two locomotives.



DISASTER SCENE... A trestle weakened by rain... and this Atlantic Coast Line train crashed to bottom of a gully near Manchester, Ga. The engineer, Guy Pressley, 44; fireman Frank Terry and brakeman Johnny Hill died in the wreck. **APR 1949**

Wirephoto from AP

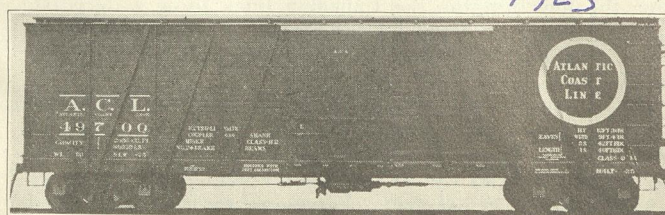
Bethlehem 1922



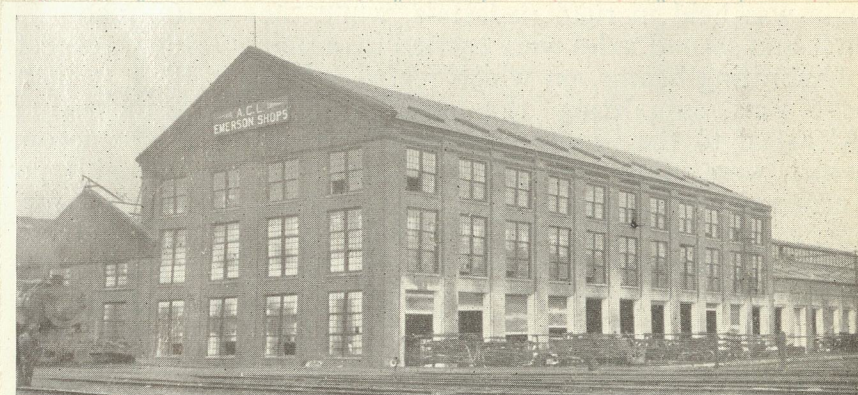
49700-50199 A.C.L. 40-Ton Single Sheathed Box Cars

The Atlantic Coast Line R. R. is now receiving from the Tennessee Coal, Iron & Railroad Company, of Birmingham, 500 single sheathed 40-ton box cars with Murphy steel ends and riveted steel roofs. This type of car is constructed with outside steel bracing and is ventilated. Its capacity is 80,000 pounds; the light weight of the car is 43,000 pounds. The cars have an outside length of 42 ft. 1 in., an inside length of 40 ft. 6 in., an outside width of 9 ft. 4 in., an inside width of 8 ft. 6 in., an outside height of 12 ft. 3½ in. and an inside height of 8 ft. 6 in., clear.

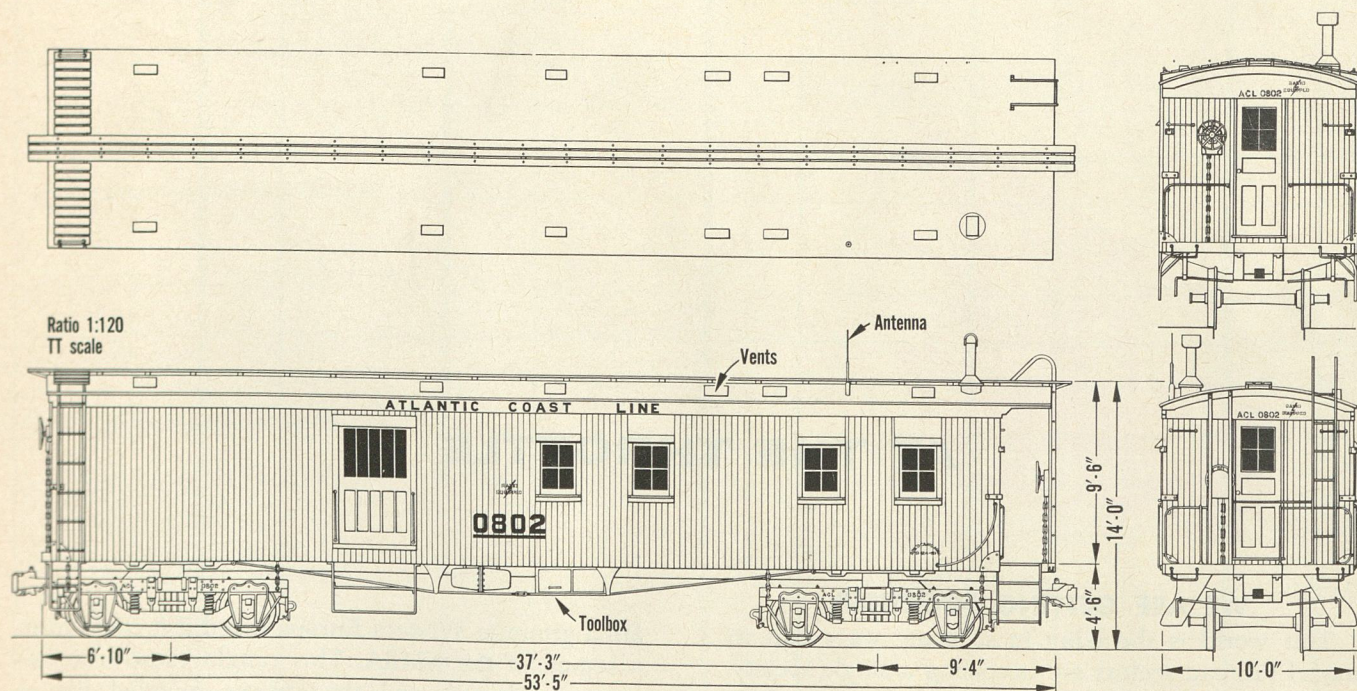
1925



Atlantic Coast Line 40-Ton, 80,000 Pound Capacity Single Sheathed Ventilated Box Cars.



The Locomotive Shop at South Rocky Mount
Emerson Shops



ACL 50-foot caboose

ACCORDING to information furnished by Donald T. Martin, assistant vice-president of public relations, Seaboard Coast Line, this car was originally built in 1897 and was used in passenger service for many years. About 1940 three cars were converted to passenger-baggage-caboose and were used until about 1960 in affiliated shortline freight service between Laurens and Greenville, Laurens and Spartansburg, and McCormick and Anderson, all in South Carolina. All cars have been scrapped.

Drawn for MODEL RAILROADER MAGAZINE by
HAROLD W. RUSSELL

Magazine purchaser may have photocopies of these drawings made locally as an aid to his personal or commercial modelmaking or tool designing, but purchaser does not have the right to distribute copies of the drawings to others.

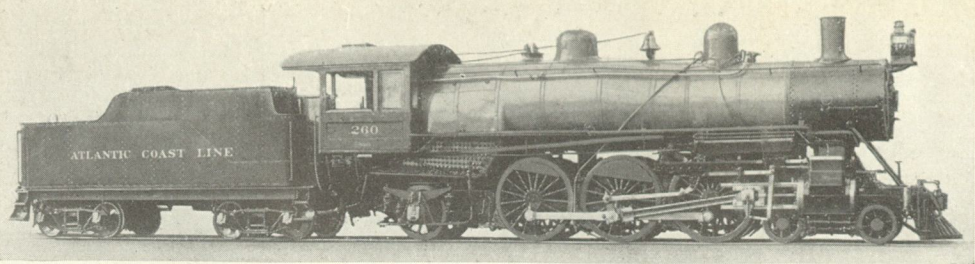
From measurements taken by L. Neal Williams



SELLER
DATE
FORM DESTINATION Amt. Com. No. Clos. No.

Cylinders 22" x 28"
Drivers, diam. 72"
Steam pressure 185 lb.
Grate area 54 sq. ft.
Heating surface 3539 sq. ft.
Weight on drivers 138,950 lb.
" total engine 220,850 lb.
Tractive force 29,600 lb.

260-274
c/n 36866



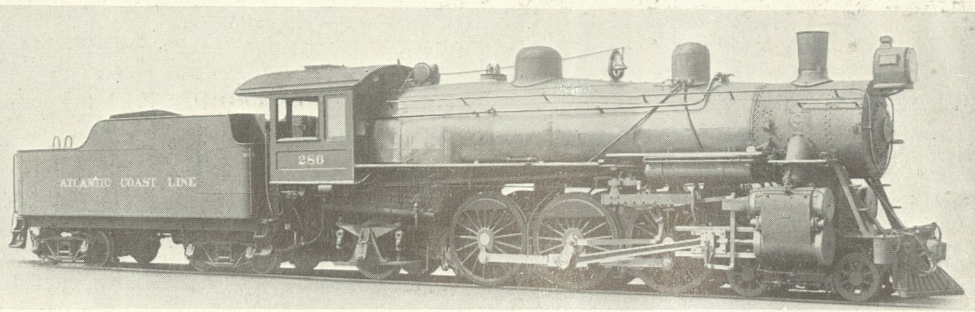
Pacific Type Locomotive, Class P, Built by The Baldwin Locomotive Works, 1911

PACIFIC TYPE

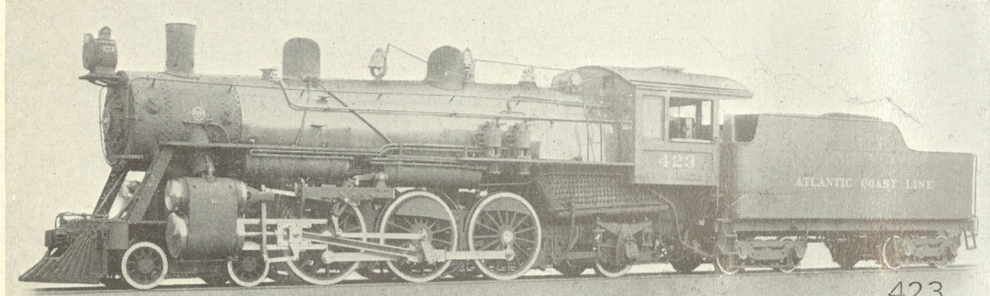
ld Amount Clos.No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

Cylinders 22" x 28"
Drivers, diam. 72"
Steam pressure 200 lb.
Grate area 54.2 sq. ft.
Water heating surface 2917 sq. ft.
Superheating surface 590 sq. ft.
Weight on drivers 139,800 lb.
" total engine 225,900 lb.
Tractive force 32,000 lb.

275-286
c/n 38350



Pacific Type Locomotive, Class P-1, Built by The Baldwin Locomotive Works, 1912

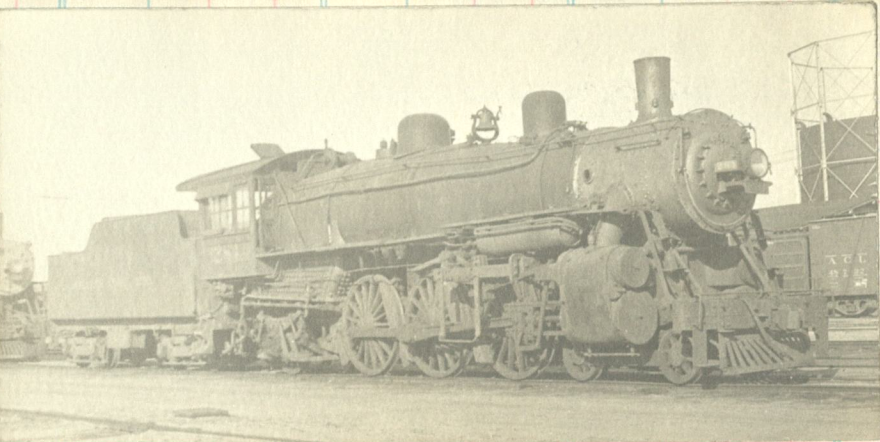
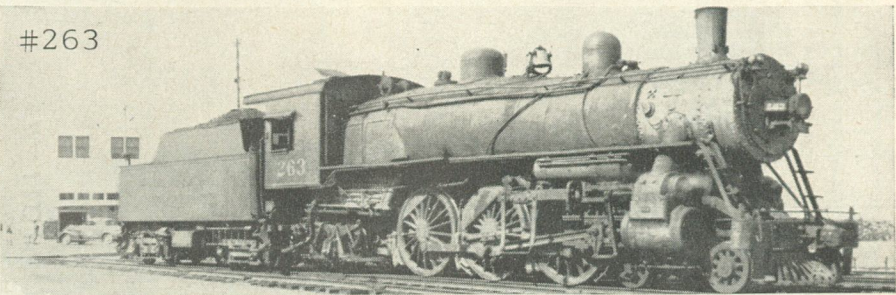


Cylinders 22" x 28"
Drivers, diam. 68"
Steam pressure 200 lb.
Grate area 54.2 sq. ft.
Water heating surface 2635 sq. ft.
Superheating surface 524 sq. ft.
Weight on drivers 140,400 lb.
" total engine 226,500 lb.
Tractive force 33,800 lb.

411-435
c/n 41279

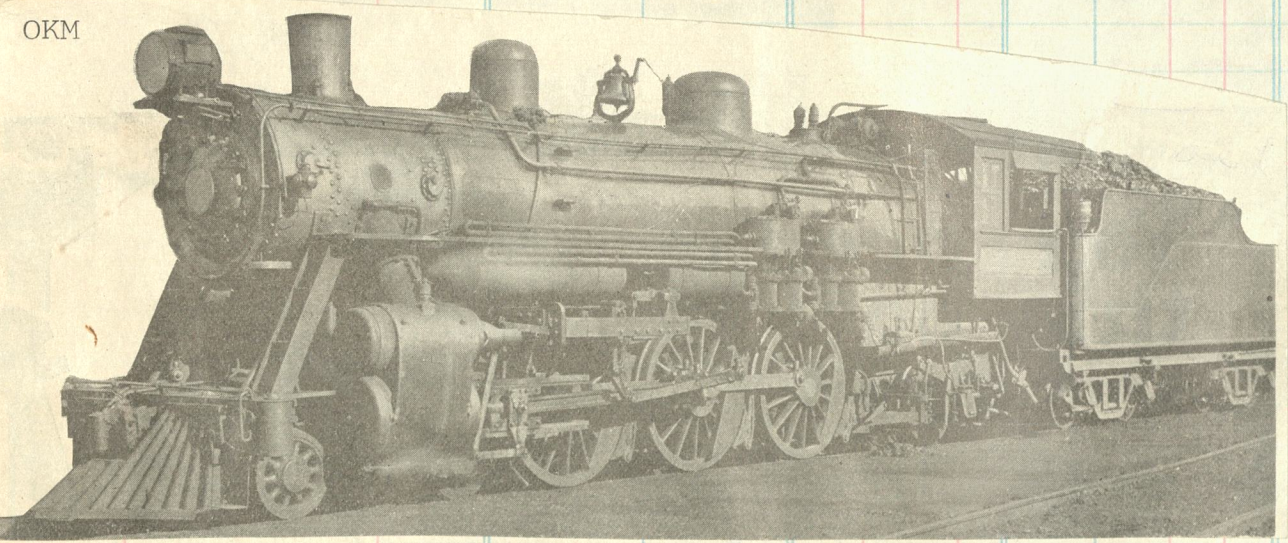
Pacific Type Locomotive, Class P-3, Built by The Baldwin Locomotive Works, 1914

#263

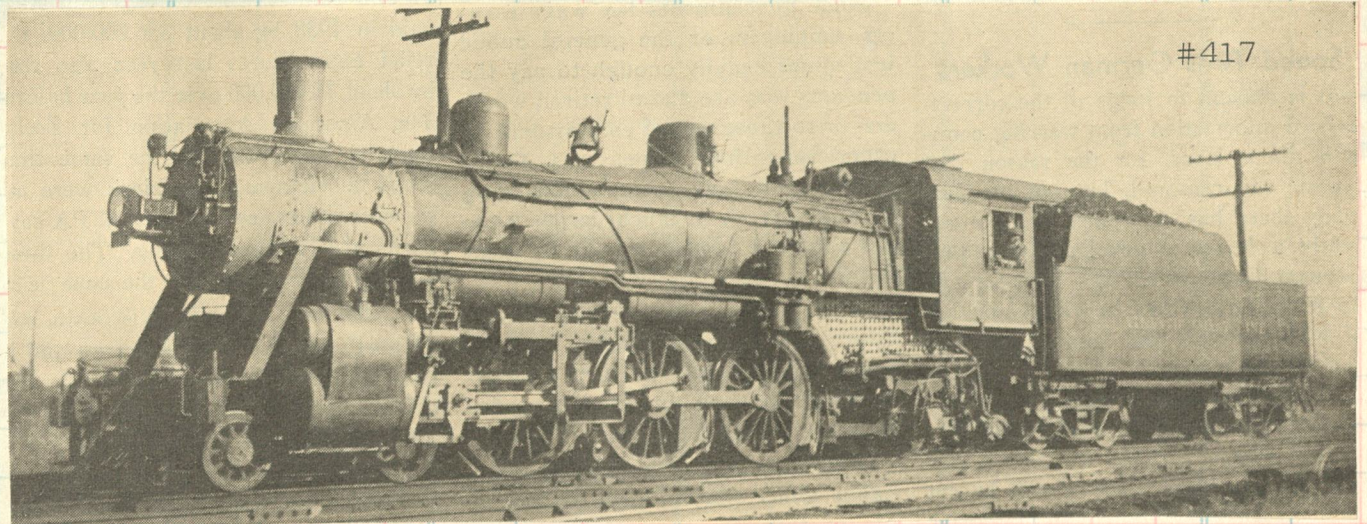


#281, c/n 38335, at Lakeland, Fla
Nov 1936. foto by C. C. Badger

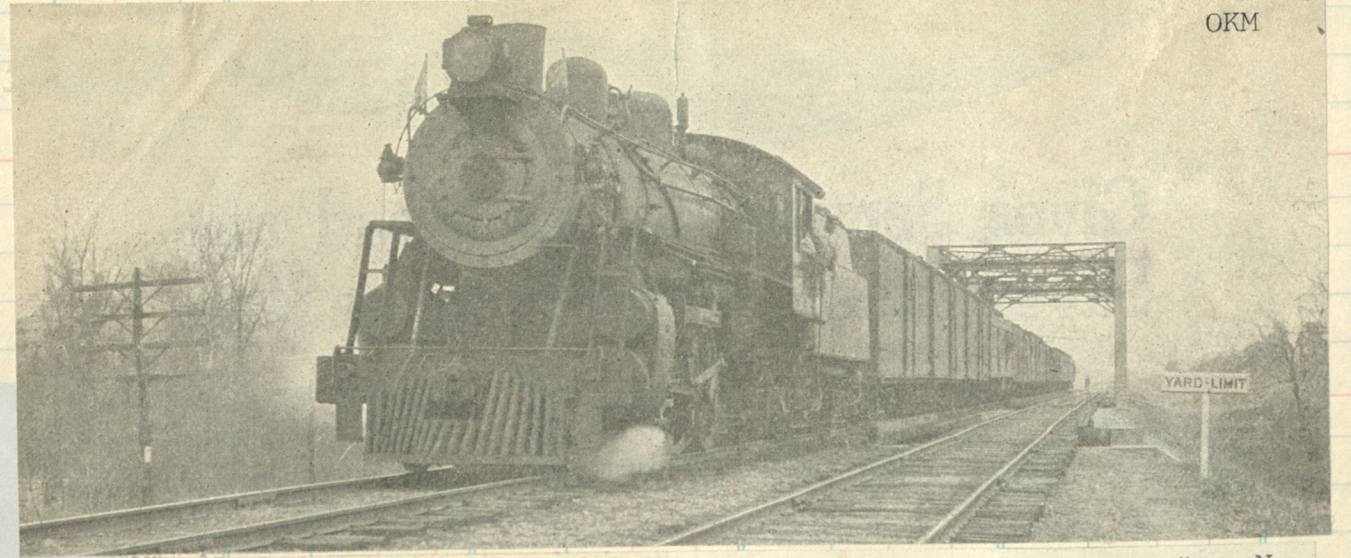
OKM



#417

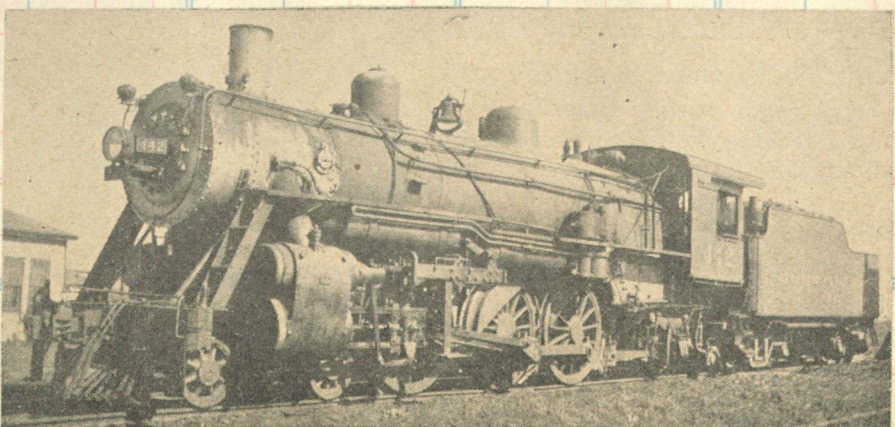
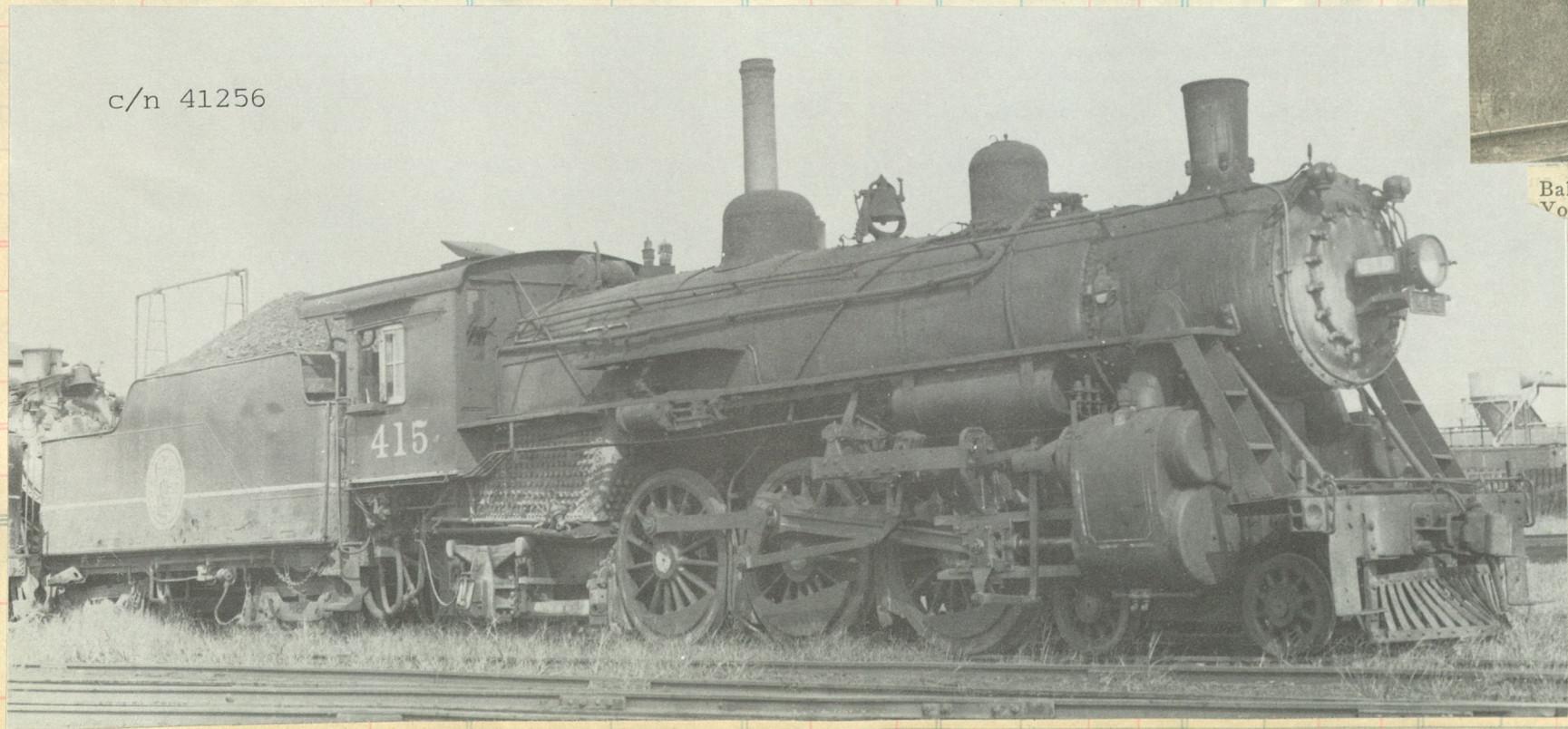


OKM



Baldwin Locomotive—Engine No. 441, Class P-3—on the Atlantic Coast Line Railroad, hauling a New York and Florida train made up of express cars between Richmond, Va., and South Rocky Mount, N. C.

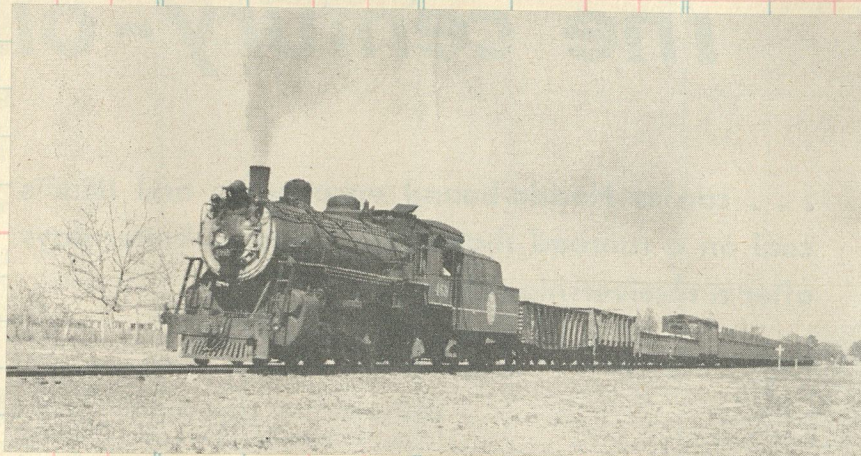
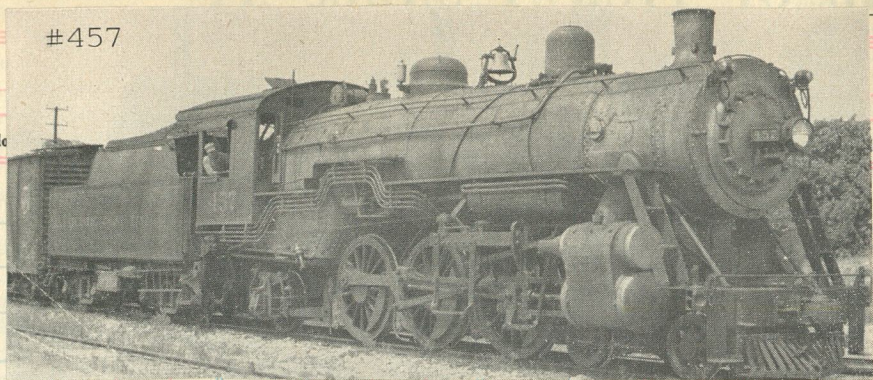
c/n 41256



ATLANTIC COAST LINE'S ENGINE 442 AT PORTSMOUTH, VA.
436-445 c/n 42667 Baldwin 1915

Clos. No.	Sold	Amount	Clo	Amount
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Sold	Amount
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The 469 on the Perry Cut-off



Trn #51 has just arrived at Augusta from Florence, S.C. The 464 [Baldwin 1917 c/n 47731] is being cut off and will head for the enginehouse.
by Mike Pearsall

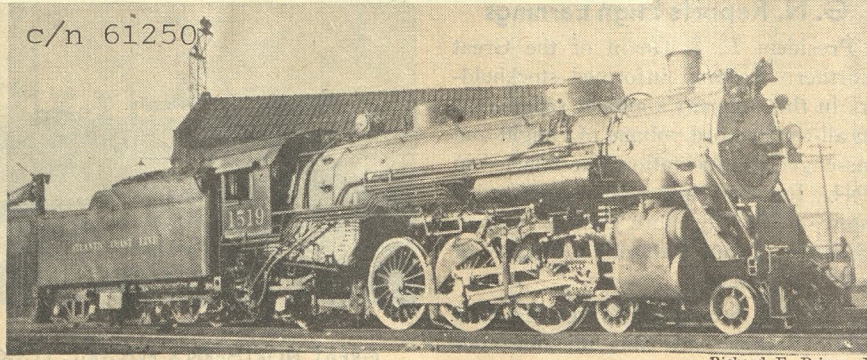
494 [1501]
c/n 59311

#1504 on
static display at
Jacksonville Fla
1960



The successful merits of the U.S.R.A. light 4-6-2 design was incorporated in many of the Pacific type constructed during the Twenties. The ACL found them to be the ideal engines for both passenger and freight service. In all seventy P-5a and one hundred sixty five P-5b class was ordered between 1919 & 1926.

The U.S.R.A. allotted ten of its light 4-6-2's to the A.C.L. noed 493-502 built by Richmond in 1919. The Coast Line was impressed with their performance both in passenger and freight service. So much so they asked for an additional seven engines and placed an order with Brooks for twenty eight more at the same time. The 493-502 renoed 1500-1509 classed P-5a.



c/n 61250

Richard E. Prince, Jr.

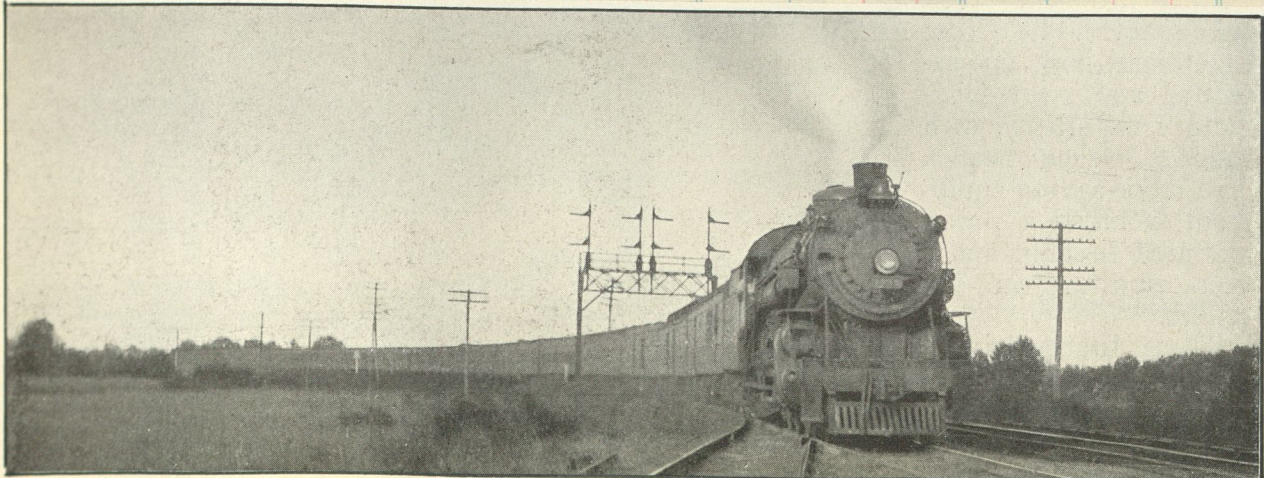


1517-1544 c/n 61254 Brooks 1919

1510-1516
Richmond 1919



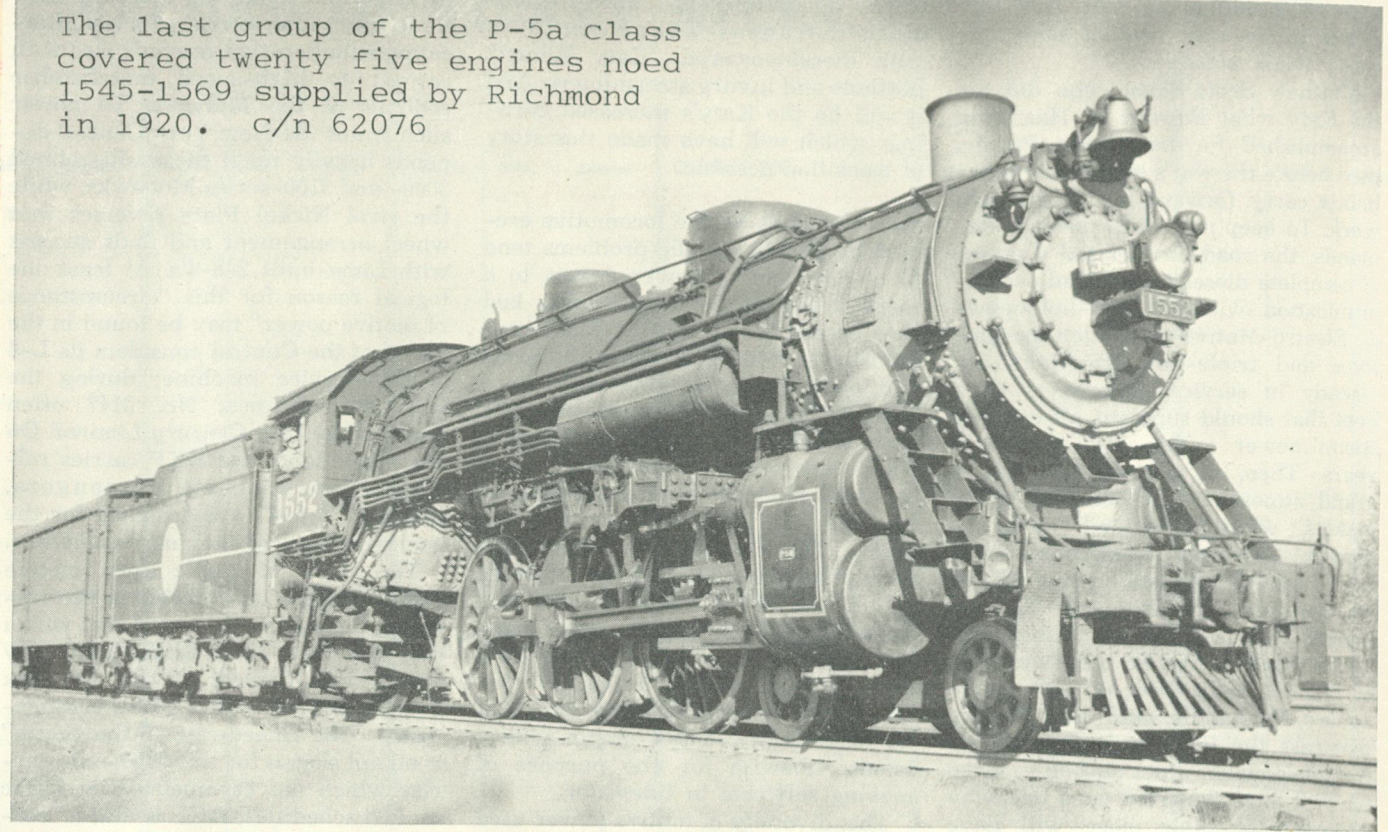
#1513, with Trn #102, passes southbound tonnage near Union City, Ga.



Train 83, the Palmetto Limited, Hauled by a Class P-5-A Locomotive, Passing through the Junction at North Tower, near Savannah



Extra 1568 south getting under way outside of Richmond. While her usual chore would be a passenger assignment she is proving here to be capable of handling a sizeable train of tonnage.



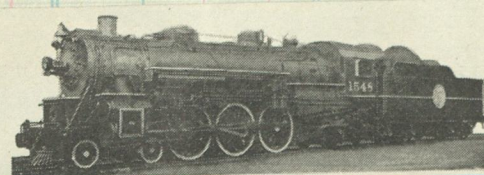
The last group of the P-5a class covered twenty five engines noed 1545-1569 supplied by Richmond in 1920. c/n 62076



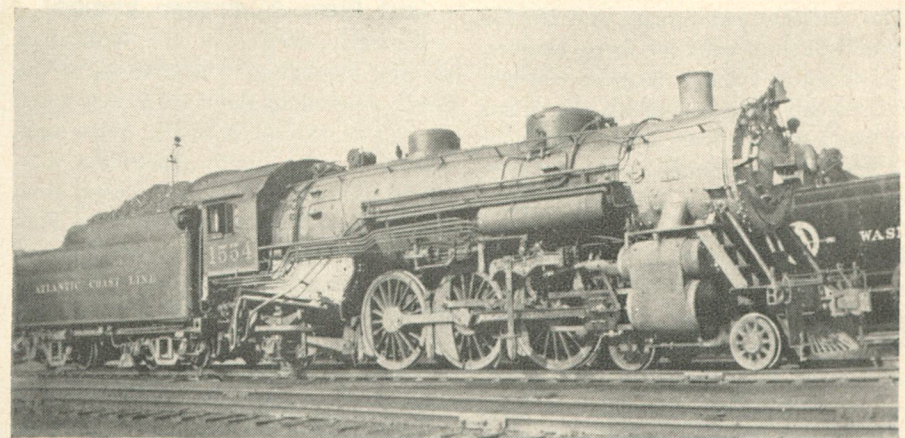
The 1544 [1517-1544 c/n 61275 Brooks 1919] on Trn #49 so of Suffolk.



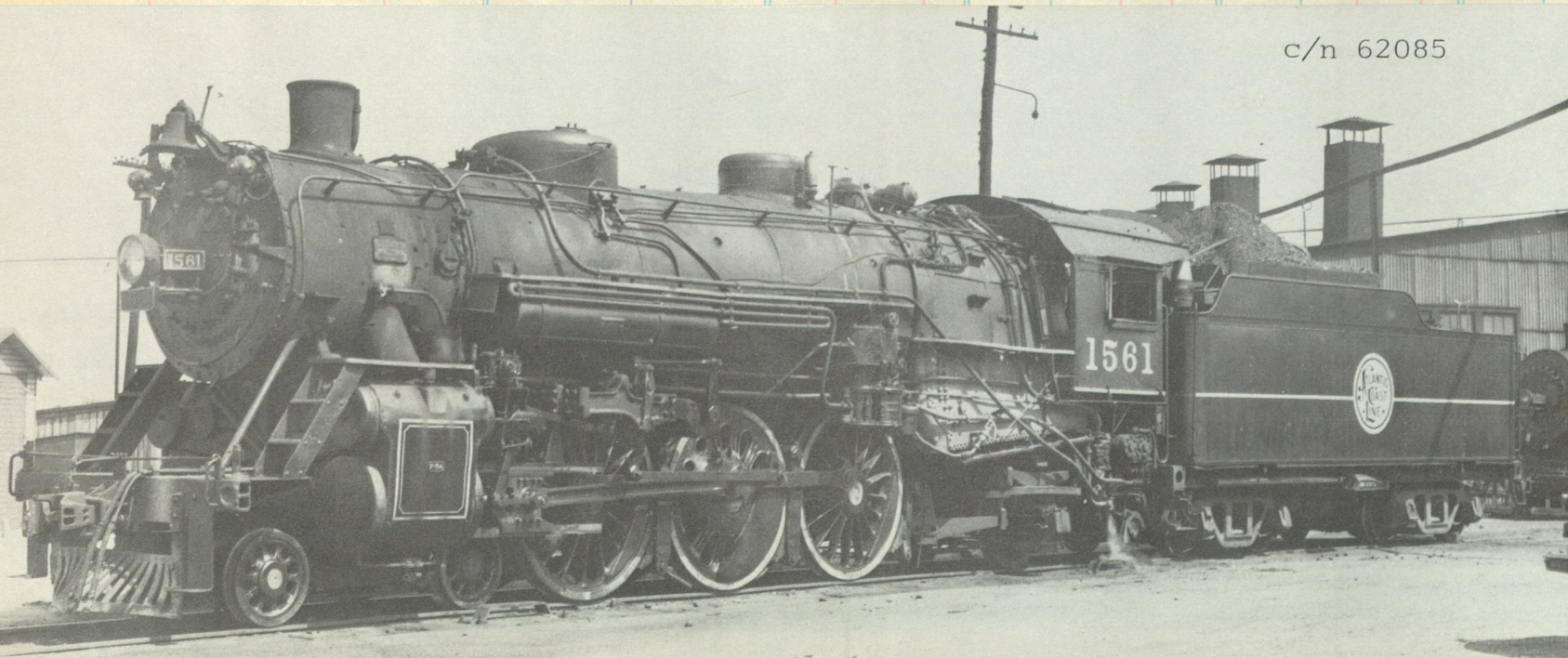
Tandems 1546 & 1558 whisk Trn #80, the Coast Line Florida Mail, across the Tar River near Rocky Mount.



ATLANTIC COAST LINE NO. 1548



Richard E. Prince, Jr.



c/n 62085



Train 75, the Havana Special, Hauled by a Class P-5-A Locomotive

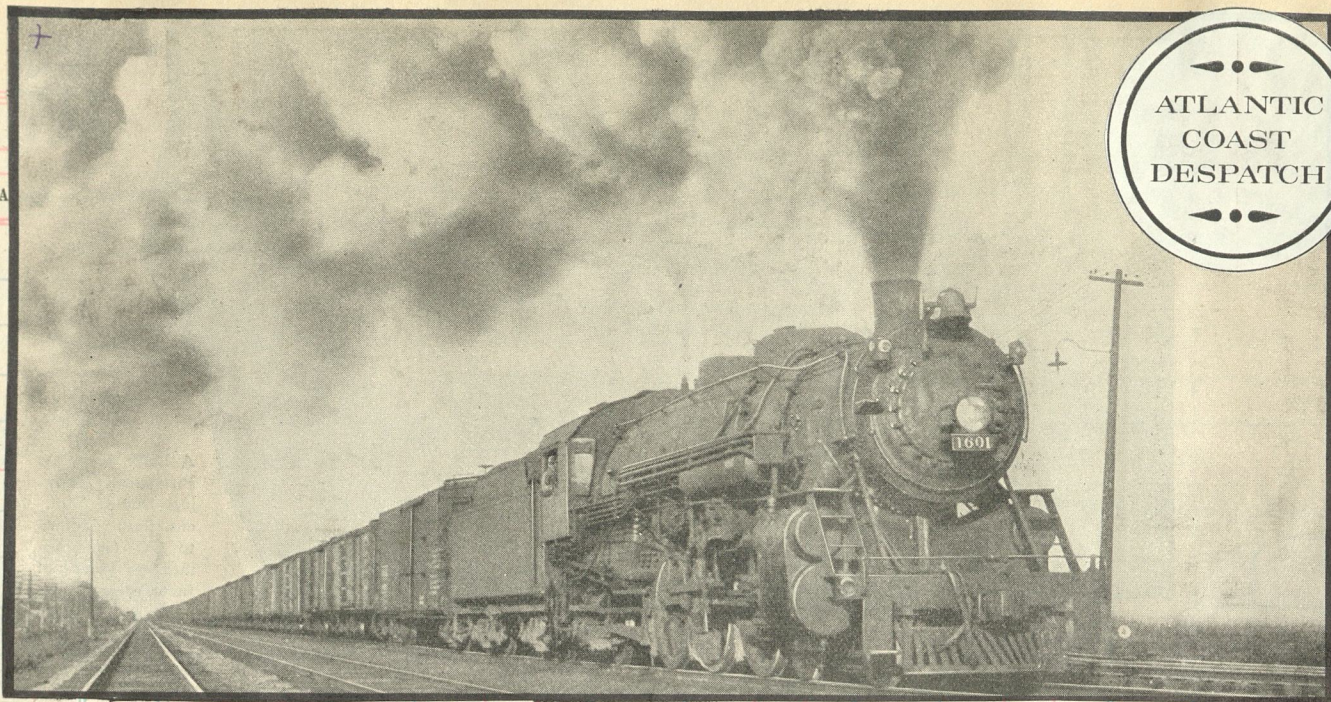
Clos. No. Sold A

HERE
the
sheet

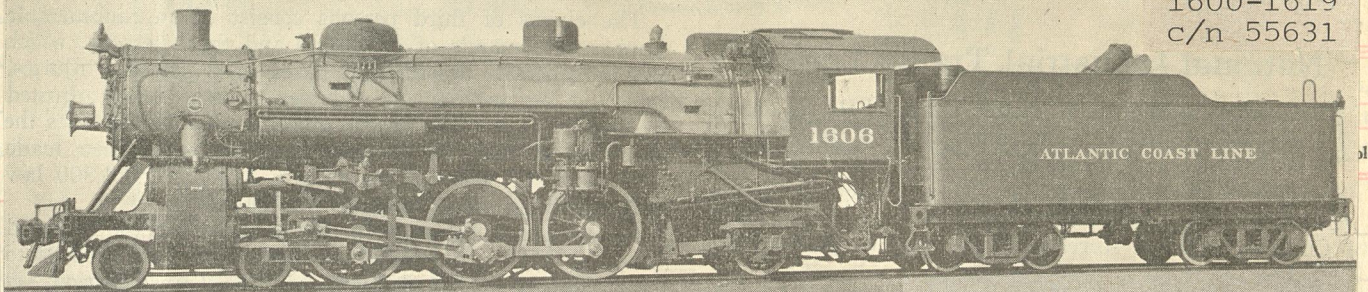
1600-1619
c/n 55631

154

ATLANTIC
COAST
DESPATCH



Making money for the company the recently acquired #1601 expedites seventy one cars, 3,450 tons, on the First Division in the Fall 1922.

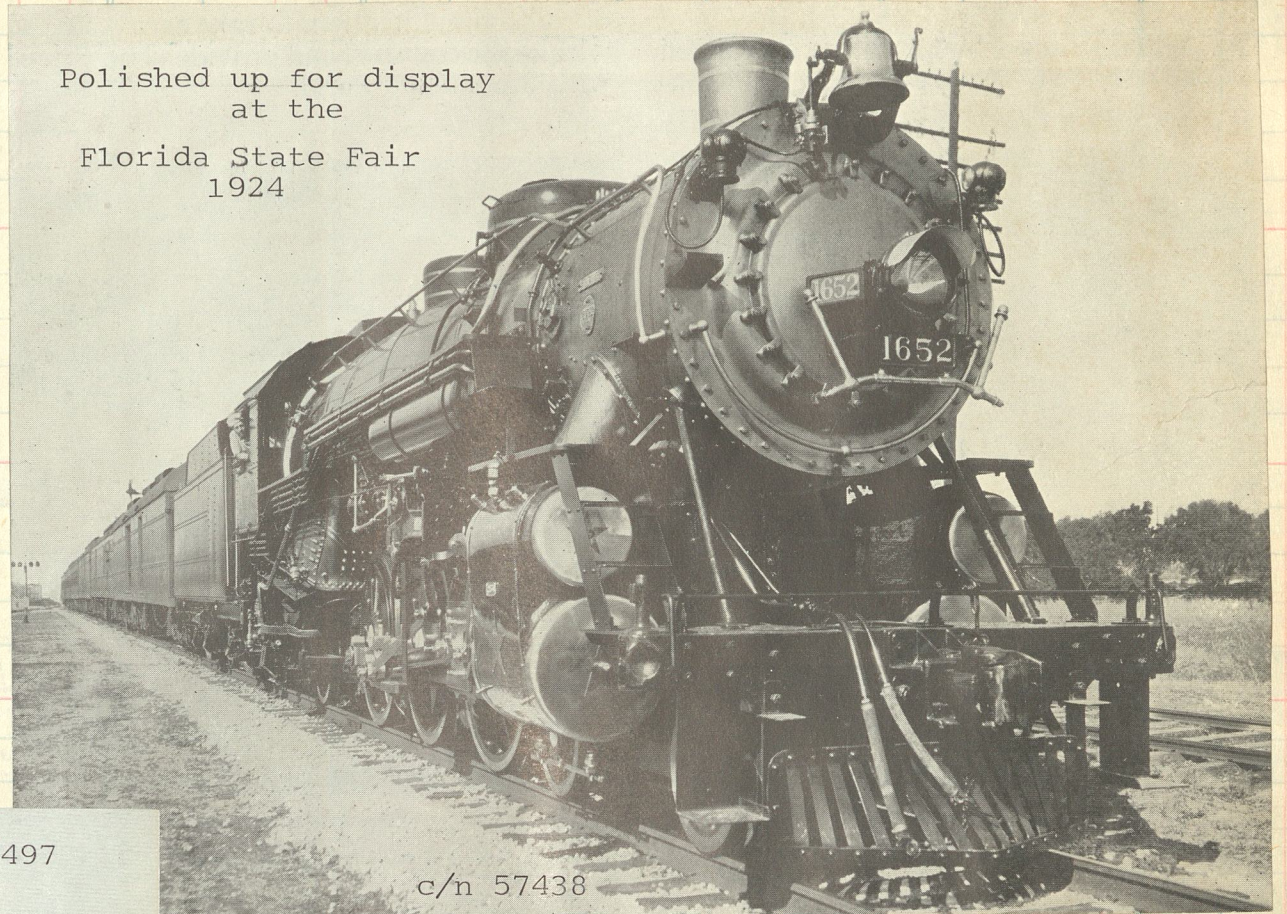


Baldwin 1922

Class P-5b

Pacific Type with 69 in. Drivers for Use in Mixed Service

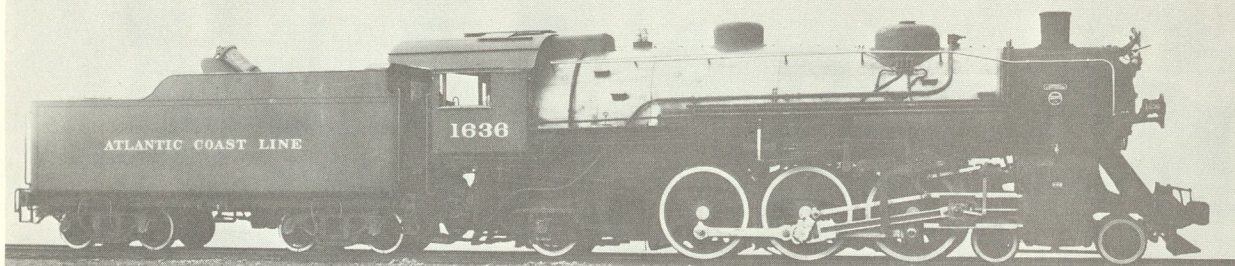
Polished up for display
at the
Florida State Fair
1924



c/n 57438

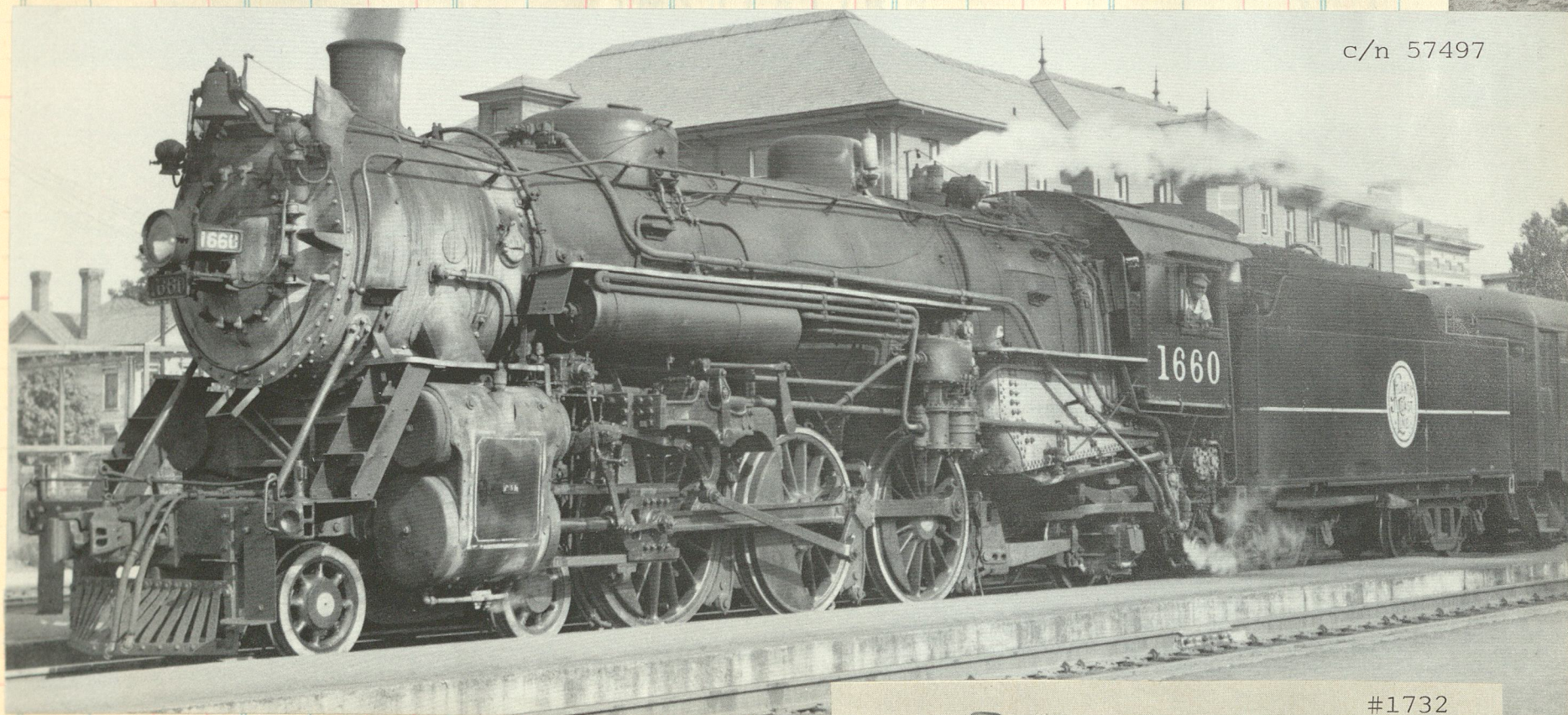
P-5b 1620-1669 Baldwin 1923

c/n 56374

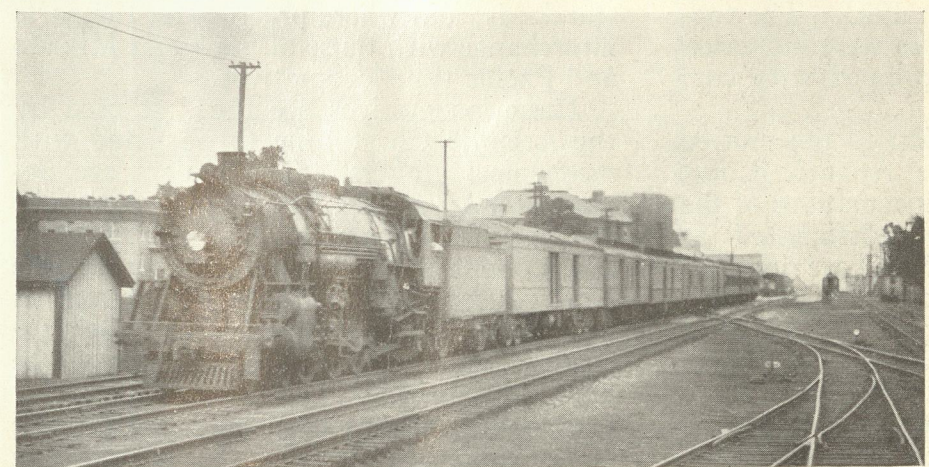
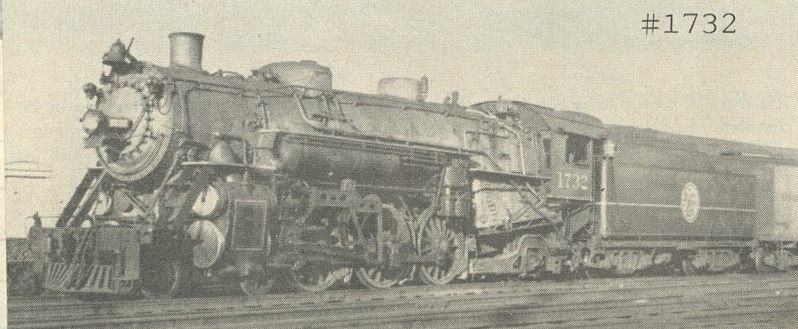


This eng sold to CN&L Aug 1949

c/n 57497

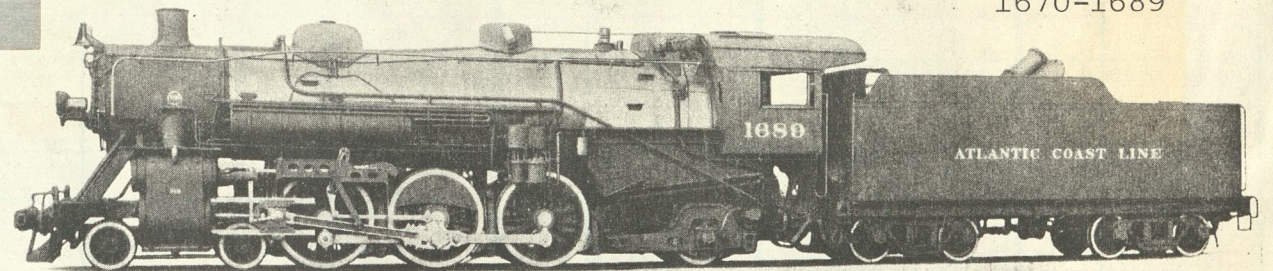


#1732



Train 89, Coast Line Florida Mail, Hauled by a Class P-5-B Locomotive, Leaving Rocky Mount, North Carolina

1670-1689

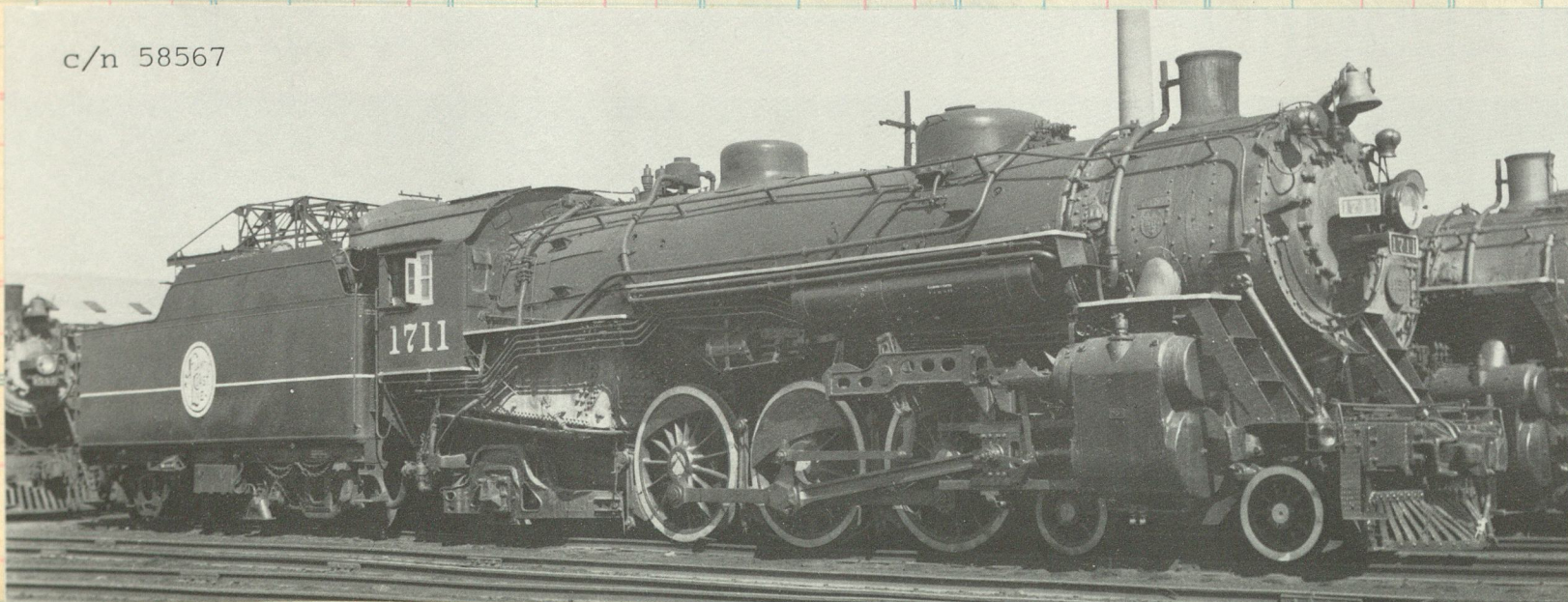


c/n 57905

Pacific Type Locomotive, Class P-5-B, Built by The Baldwin Locomotive Works, 1924

Cylinders	25" x 28"	Tubes, number	5 1/2", 36; 2 1/4", 188	Wheel base, driving	13' 0"	Weight, total engine	280,610 lb.
Drivers, diam.	69"	" length	19' 0"	" " total engine	34' 11"	" " and	"
Boiler, diam.	76 1/4"	Grate area	66.7 sq. ft.	" " " and	"	tender	468,400 lb.
Steam pressure	200 lb.	Water heating surface	3351 sq. ft.	tender	70' 9 1/2"	Tank capacity	10,000 U. S. gal.
Firebox	114 1/2" x 84 1/4"	Superheating surface	824 sq. ft.	Weight on drivers	177,460 lb.	Fuel	16 tons.
Tubes, diam.	5 1/2" & 2 1/4"					Tractive force	43,000 lb.

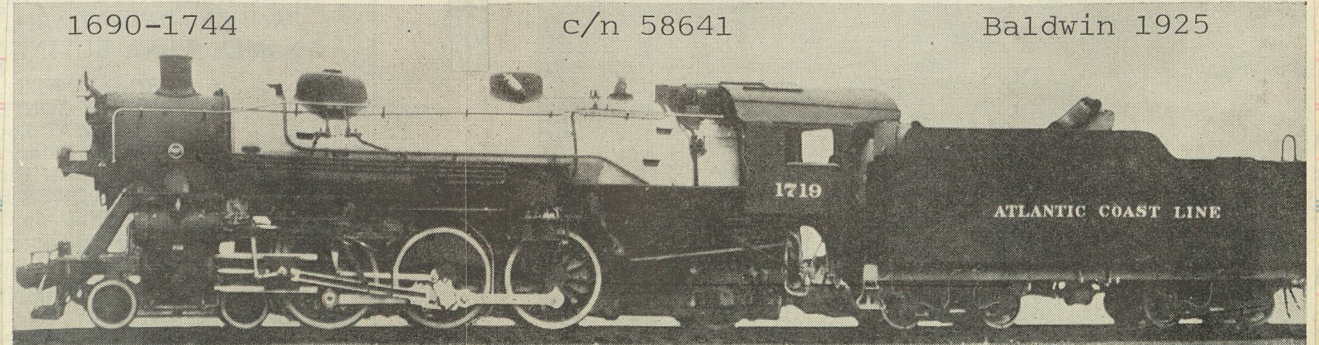
c/n 58567



1690-1744

c/n 58641

Baldwin 1925



SELLER
DATE
FORM
DESTINATION

Sold Amount Clos. No. Sold Amount



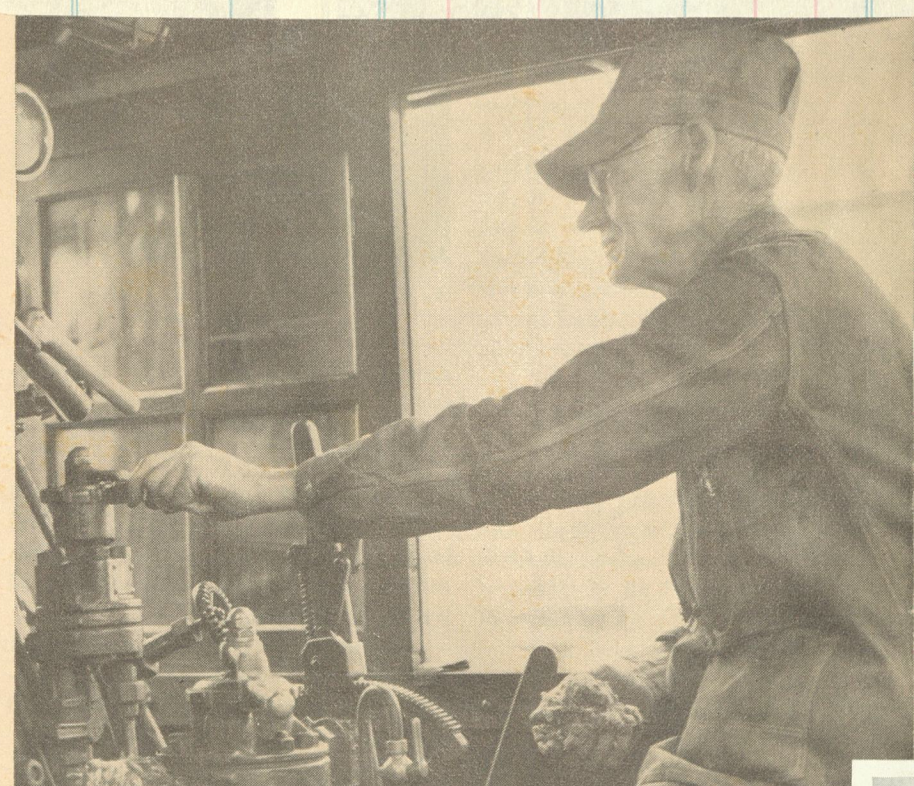
SOUTH FROM RICHMOND I — Atlantic Coast Line 4-6-2's 1672 and 1562 get a wheel on a train of empty "reefers" bound for the fruit packers of Georgia and Florida.

Bro. Joseph F. Hogan, Div. 770

Brother Joseph F. Hogan, long a member of the Brotherhood of Locomotive Engineers, retired June 19, 1937, after serving 50 years and 8 months in railroading, 44 years of which were as a locomotive engineer and 37 of which were on passenger runs. His service in recent years was on the Atlantic Coast Line, where he has pulled the Southland and other crack trains of the system.

He is widely known among railroad workers, and unique photographs of him as an interesting subject have made his name known to the public. One of these photographs, showing him oiling his engine, silhouetted against the driver, appears on the front cover of this issue of the JOURNAL.

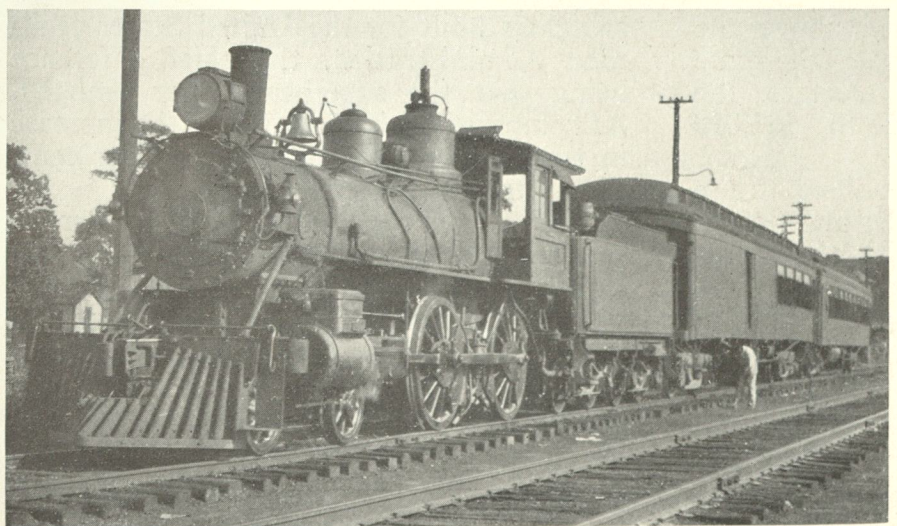
Engineer Joe, as he is known, began his career in November, 1886, as an engine wiper, being employed on the South Florida Railroad. In a short time he was put to firing. In November, 1893, he was promoted to engineer, and continued as such on the South Florida until it was taken over, in 1902, by the Atlantic Coast Line. Then he served the latter road until his retirement to take the annuity provided under the Railroad Retirement Act. He says he quit service "with whole bones" and in the best of health.



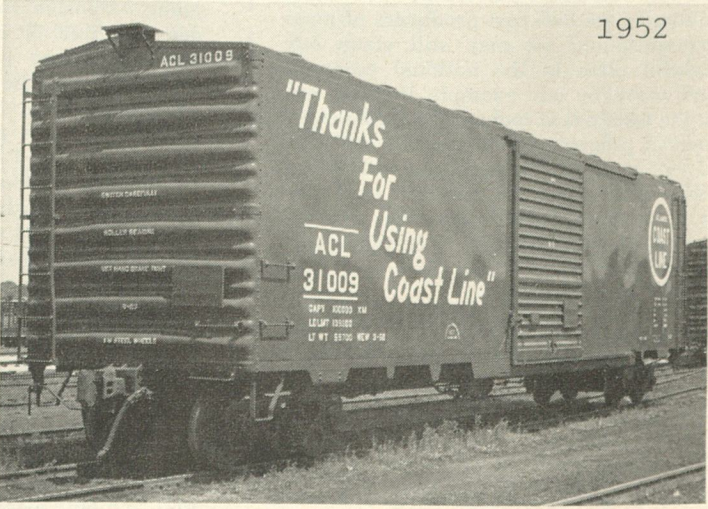
JOSEPH F. HOGAN



Blt 2/1923
Reblt 6/1940

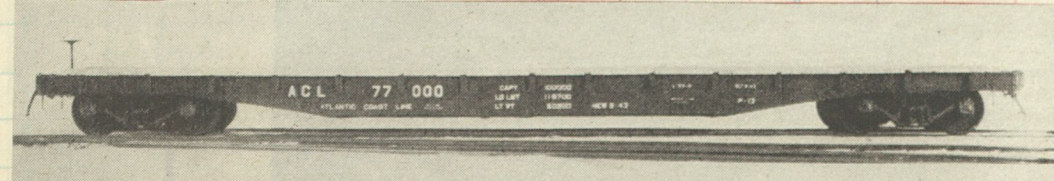


An American Type Locomotive, Built by The Baldwin Locomotive Works in 1890, now used in Local Passenger Service

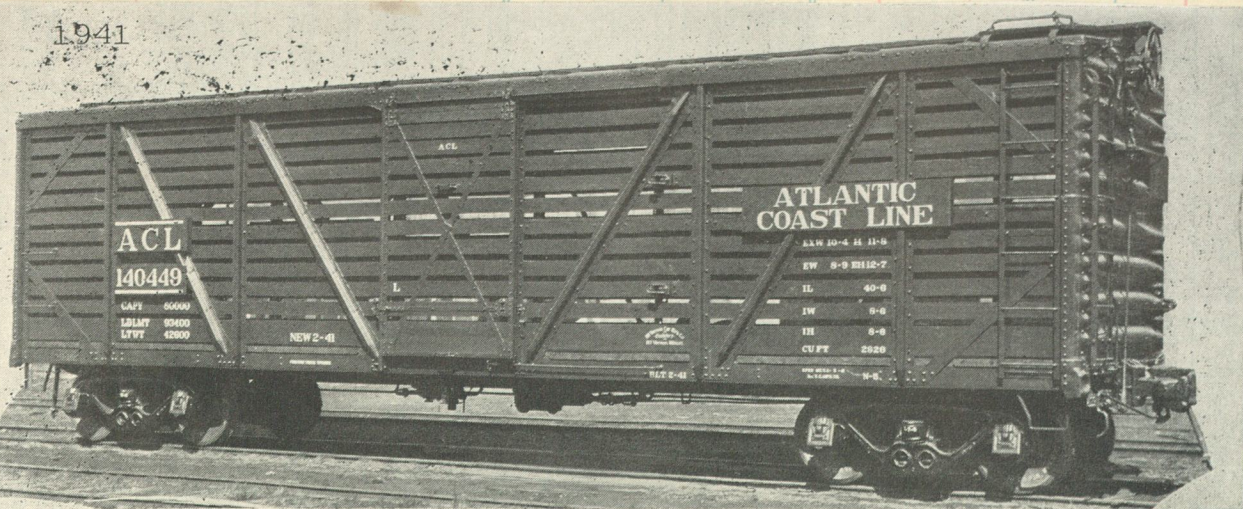


1952

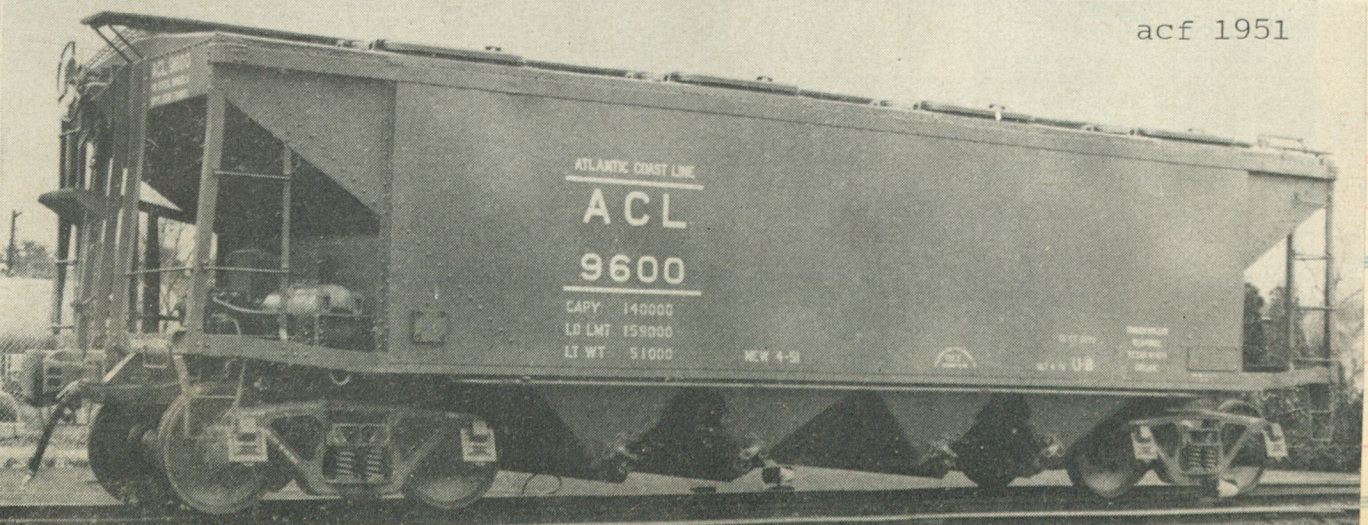
CATCHWORD of courtesy program last year proved so popular that Atlantic Coast Line is reproducing the slogan across the sides of all of its box cars. White lettering is used on a background of box-car red.



50-Ton Capacity A.A.R. Flat Car, Length 53' 6". 1943



Atlantic Coast Line 40-ton steel-frame, single-deck stock car, Road Class N5. A. A. R. Class SM. Builder, American Car and Foundry Co. Capacity, 2,926 cu. ft.; light weight, 42,600 lb.; load limit, 93,400 lb.; inside length, 40 ft. 6 in.; inside width, 8 ft. 6 in.; inside height, 8 ft. 6 in.



acf 1951



JACKSONVILLE UNION TERMINAL
Served Atlantic Coast Line, Seaboard Air Line, Florida East Coast, Southern [GS&F]



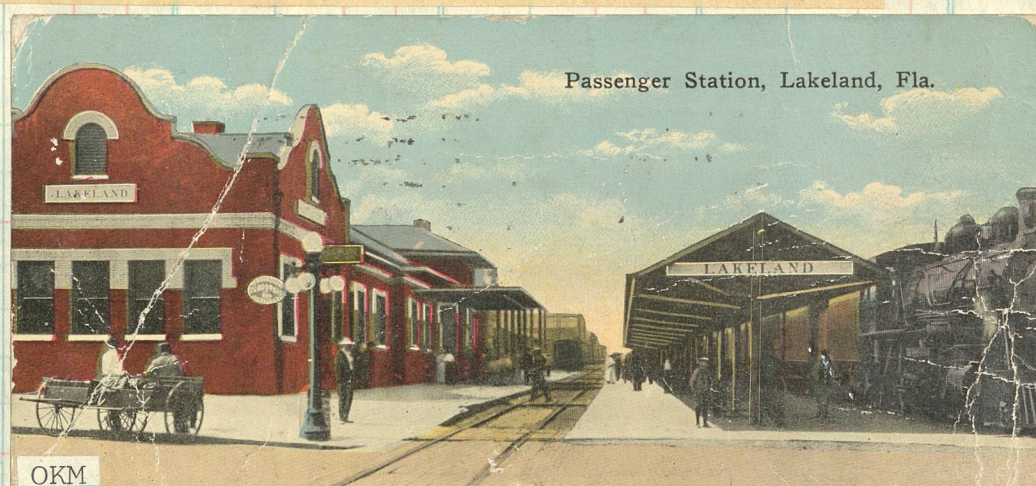
7 - 8

c/n 54217

Baldwin 1920

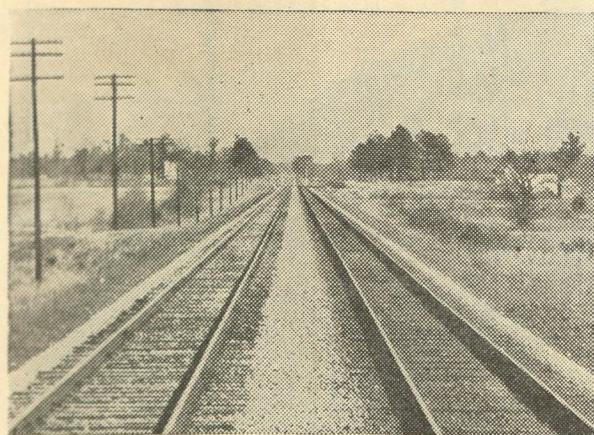


Church St. Station
Orlando, Fla.



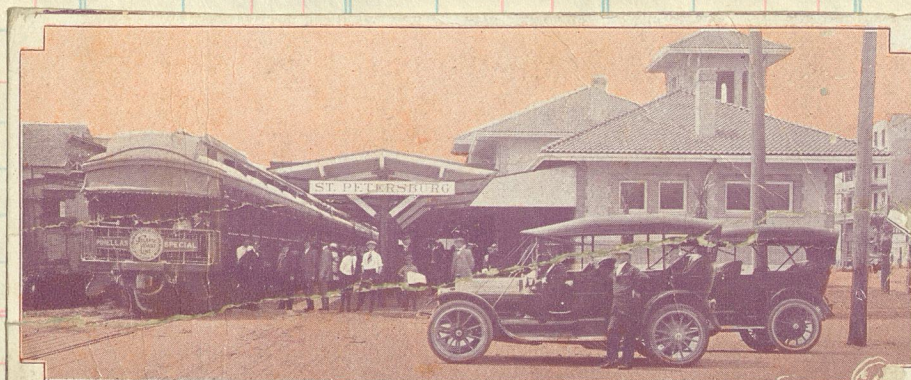
OKM

Passenger Station, Lakeland, Fla.



THE MAIN LINE

With heavy rail, crushed rock surfacing, few curves, light grades and modern safety devices, not many lines in the Eastern part of the United States offer more attractive possibilities for safe, high speed operation than Coast Line between Richmond and Jacksonville. All of Coast Line's 6 daily trains from and to the East, scheduled herein, operate over this main line route

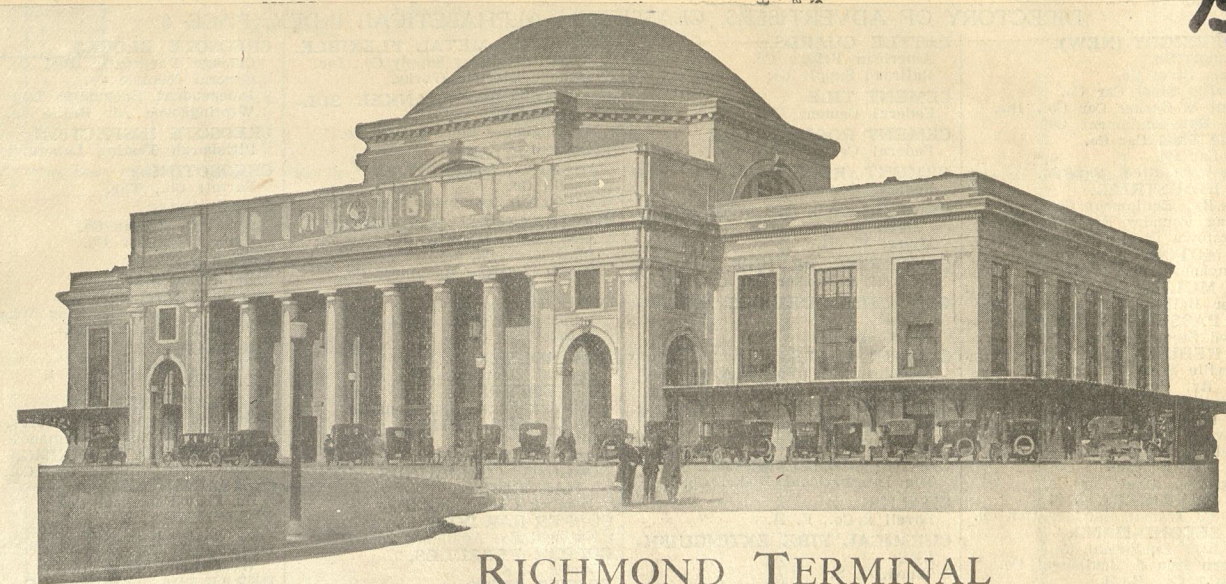


NEW PASSENGER STATION, ST. PETERSBURG



OKM

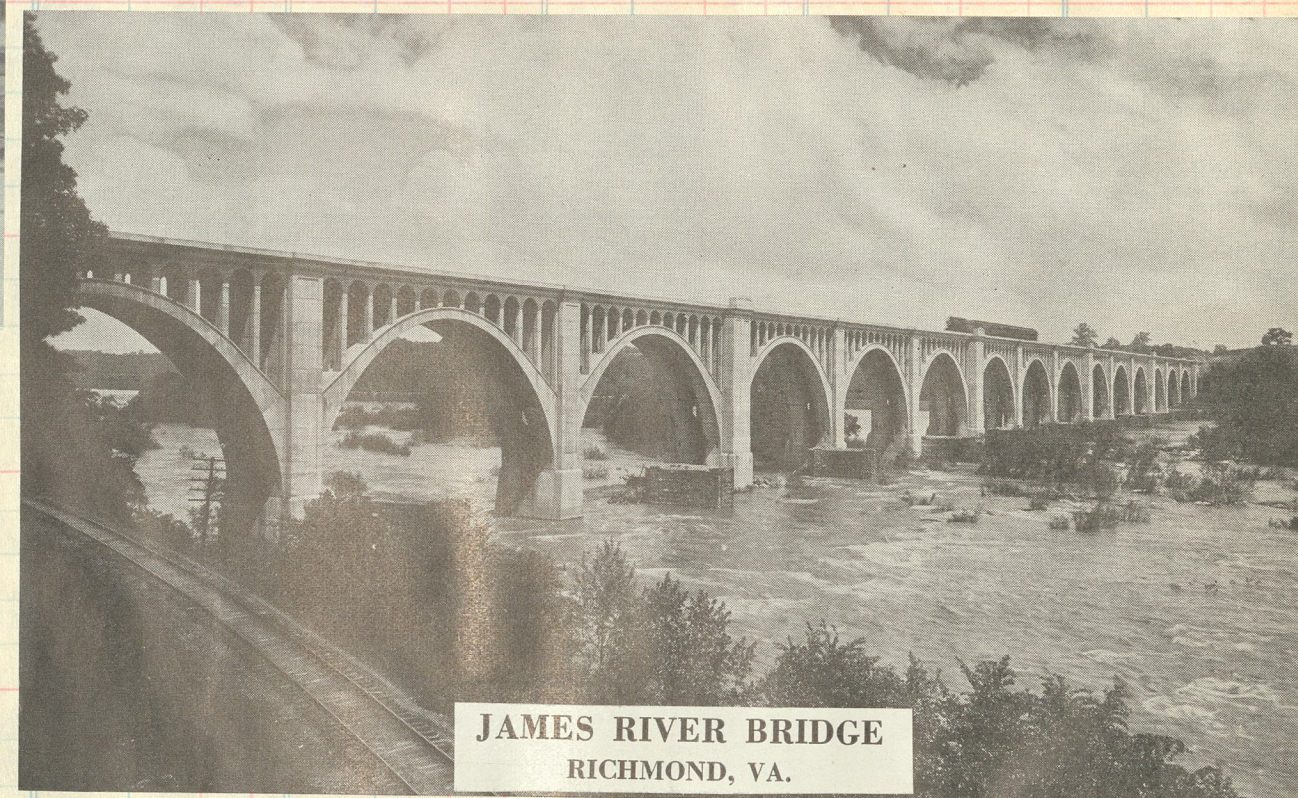
PINELLAS SPECIAL AT BELLEVUE HOTEL



RICHMOND TERMINAL

RICHMOND, VA.

Atlantic Coast Line—Richmond, Fredericksburg & Potomac R. R.



JAMES RIVER BRIDGE
RICHMOND, VA.

The Coast Line entrance into Richmond
Construction started June 1917, completed June 1919
Length 2,278'
Height 98'

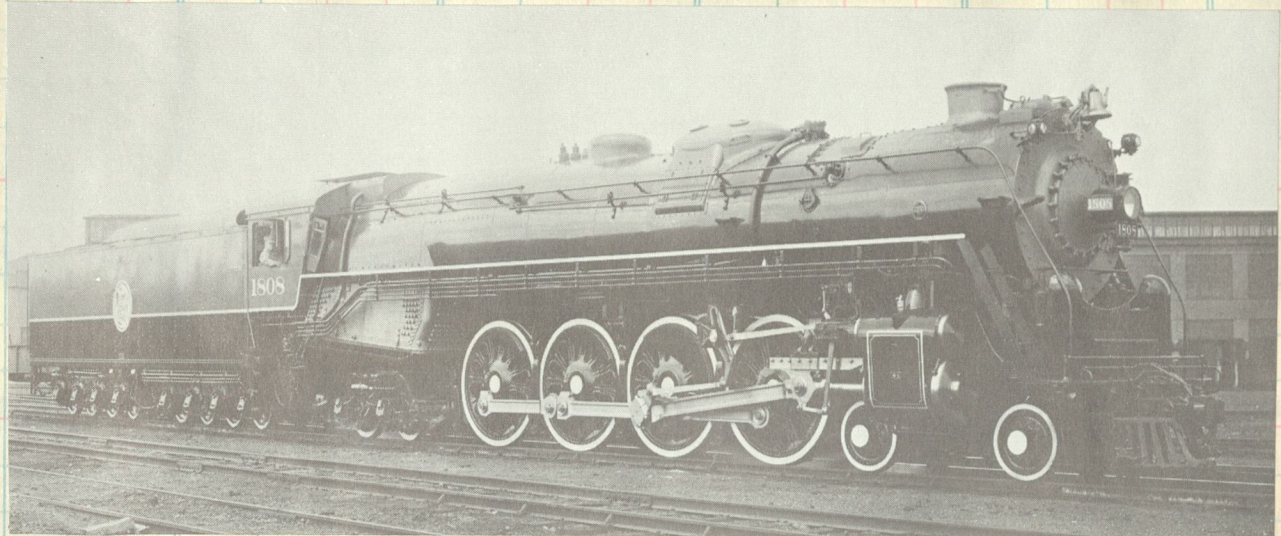
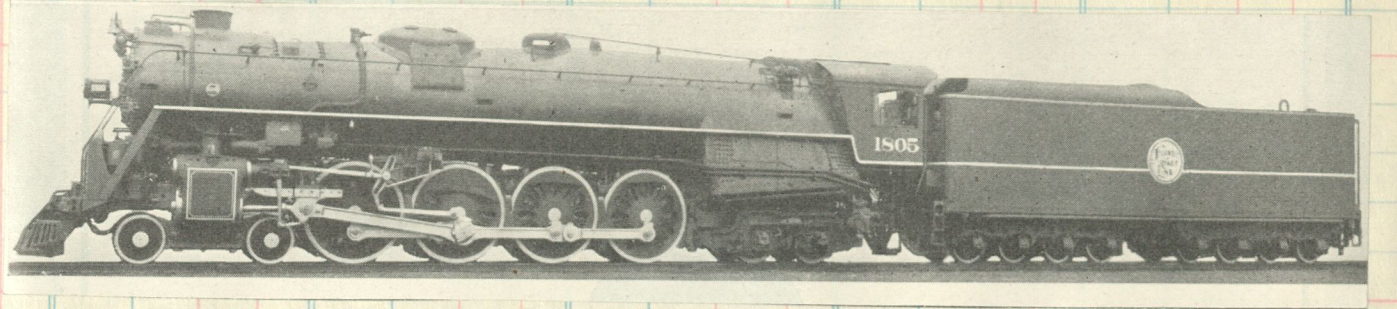
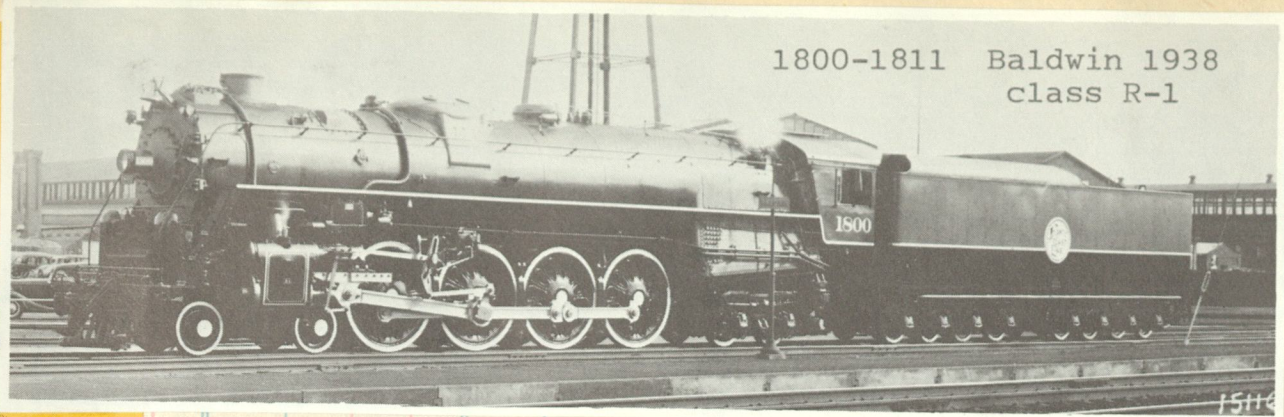
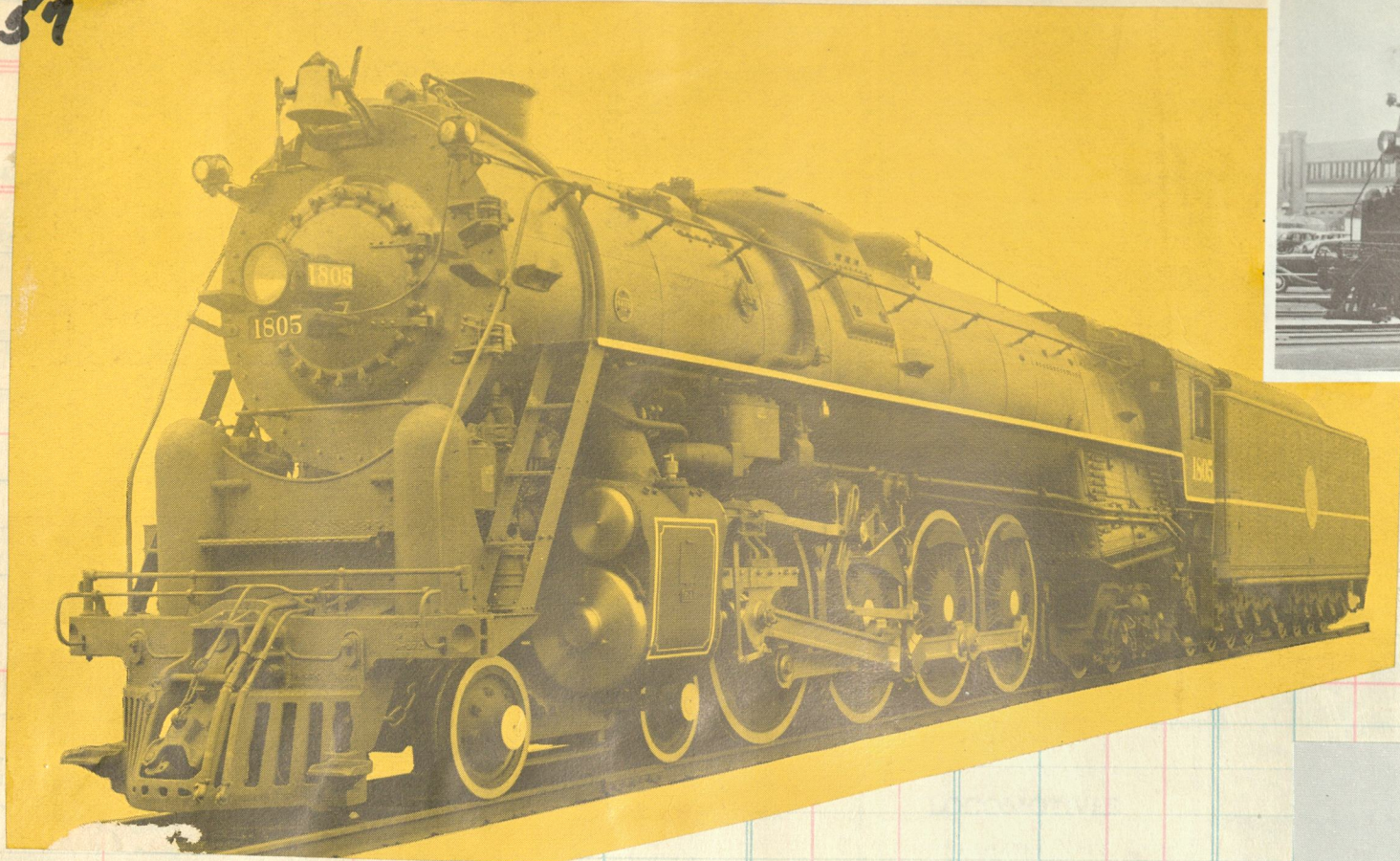


EVERGLADES, FLORIDA

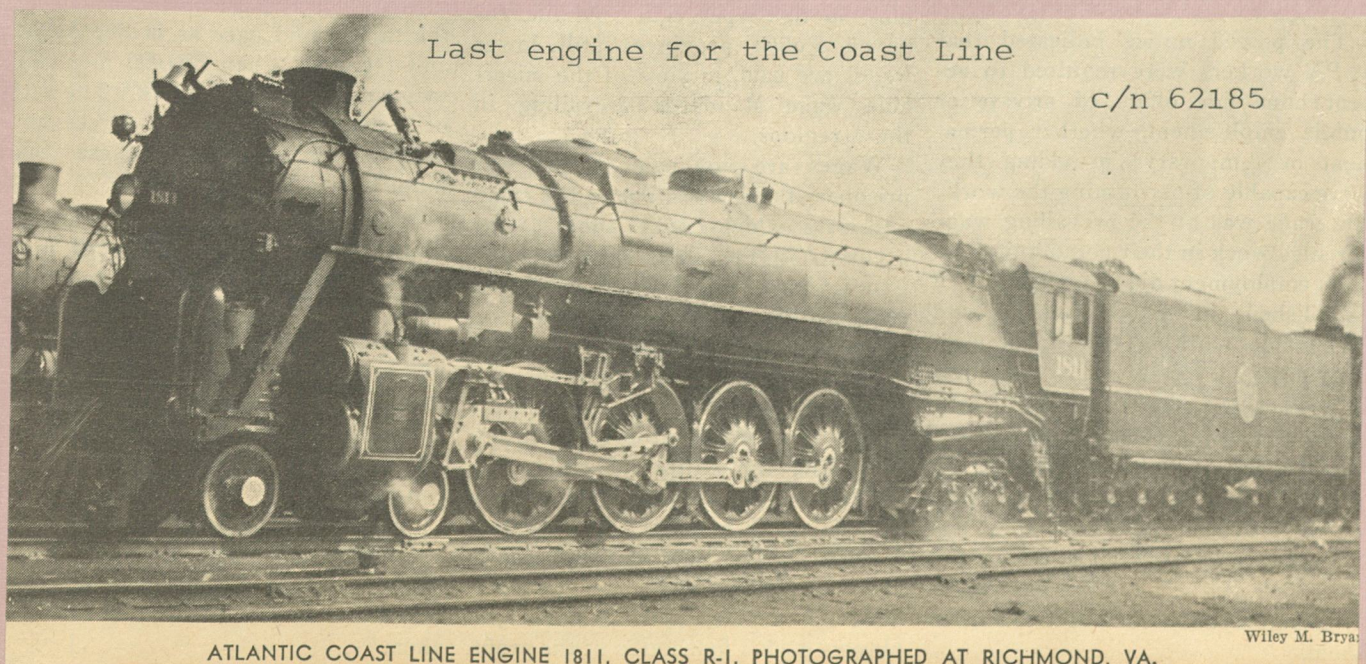
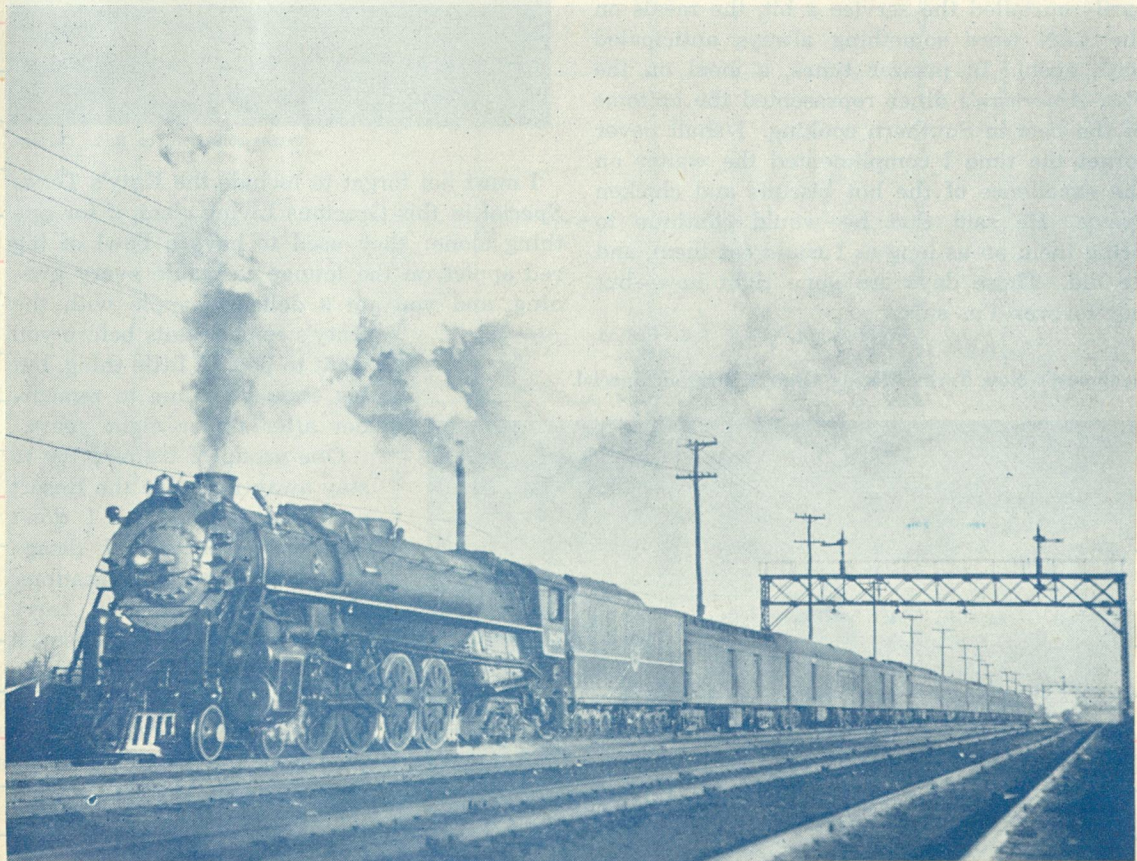
Atlantic Coast Line

A small, Spanish-style station at the end of a branch line as it looked in 1930.

159



The Florida Special, prewar New York - Florida all-Pullman train of Atlantic Coast Line.



ATLANTIC COAST LINE ENGINE 1811, CLASS R-1, PHOTOGRAPHED AT RICHMOND, VA.

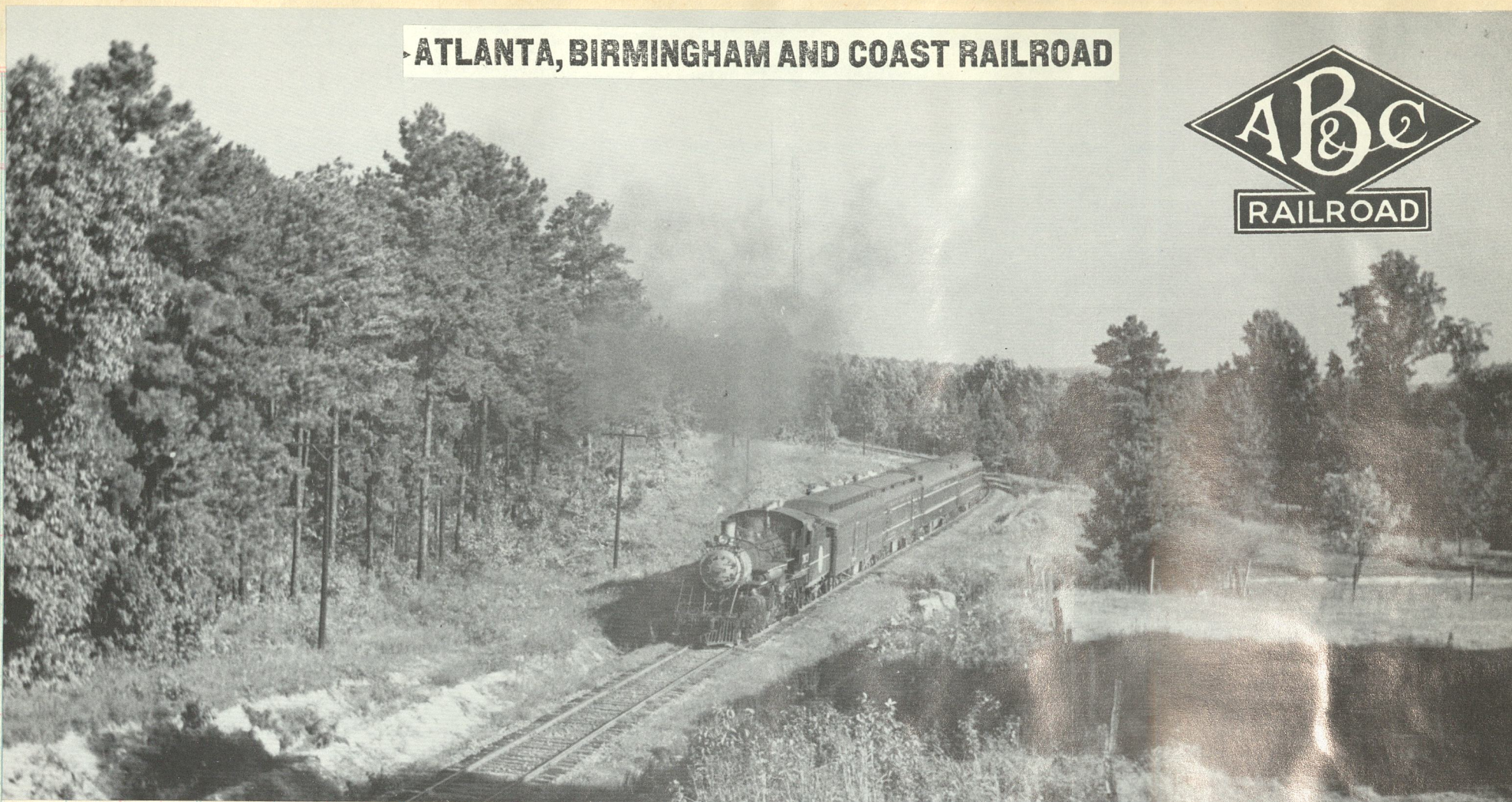
Wiley M. Bryan

Total
Add—Error _____
Deduct “ _____
DATE _____
DATE _____
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

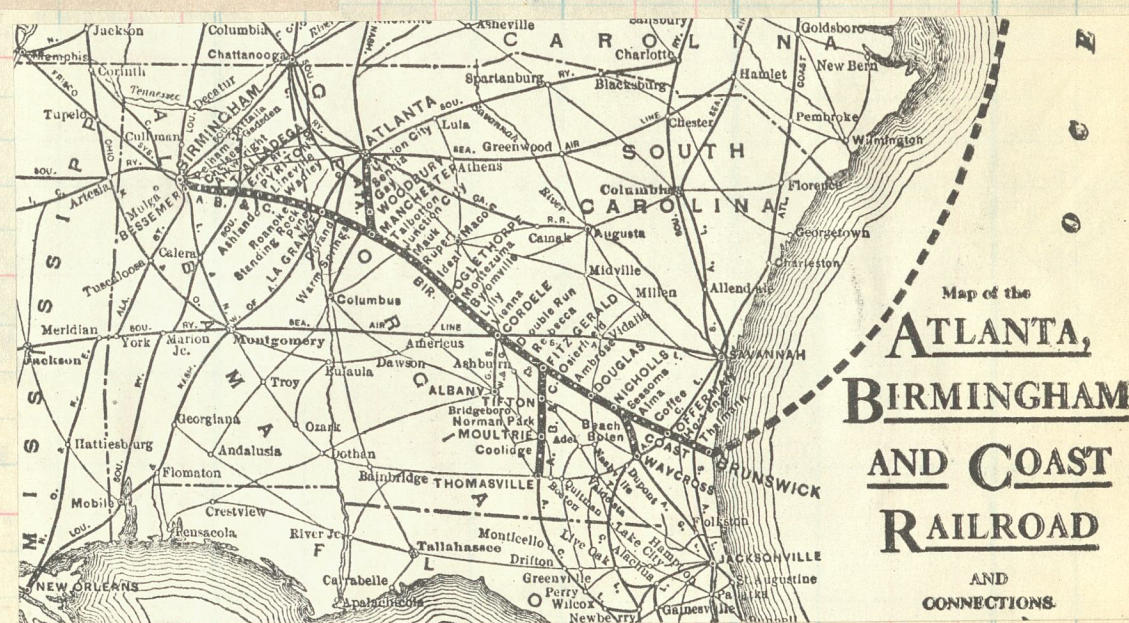
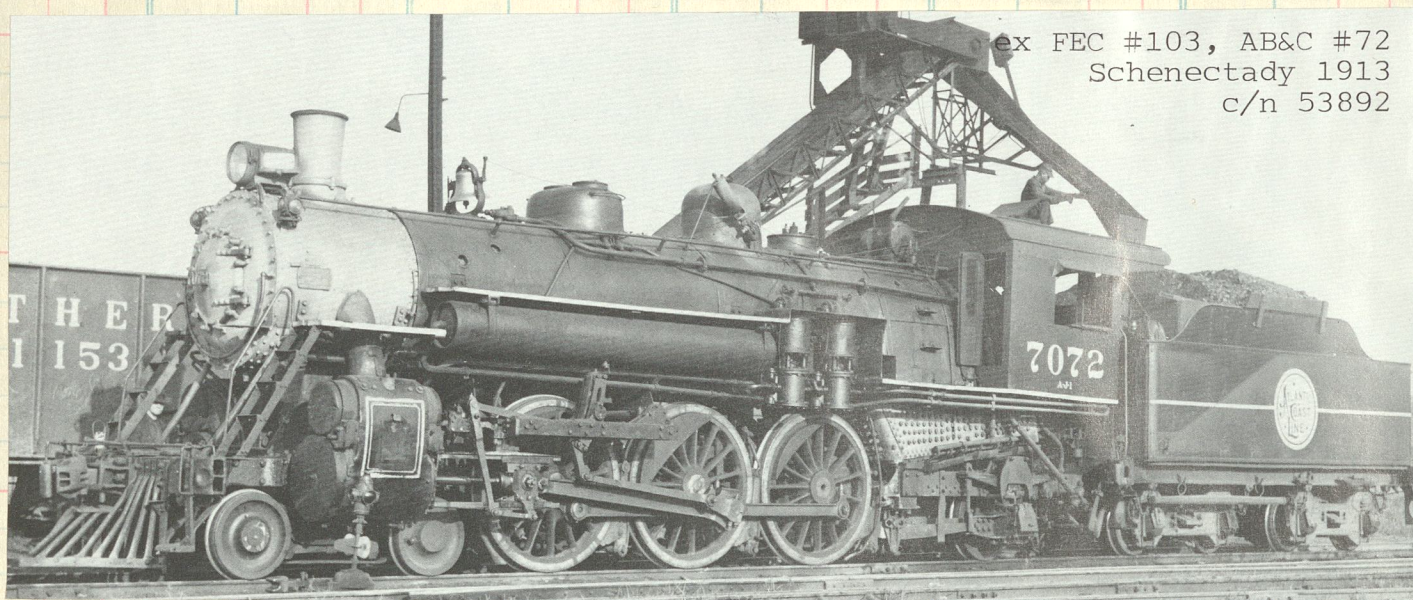
ATLANTA, BIRMINGHAM AND COAST RAILROAD



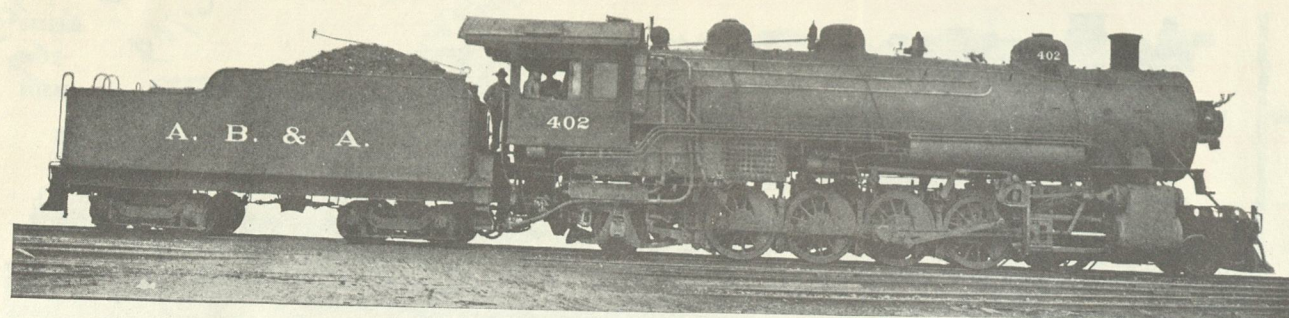
The Atlanta, Birmingham & Atlantic renamed Atlanta, Birmingham & Coast in 1927. That year it operated 637 miles with 80 engines, 63 passenger and 1975 freight cars. The Atlantic Coast Line took control of the A.B. & C. in January 1946.



A pastoral Georgia scene with the 7073 and Trn #101 near Ben Hill.



The rebuilt 2-10-2, #7403, works her tonnage past Maddox Park in the northwest suburbs of Atlanta.



SANTA FE TYPE FREIGHT LOCOMOTIVE

401-403

c/n 45709

Baldwin 1917

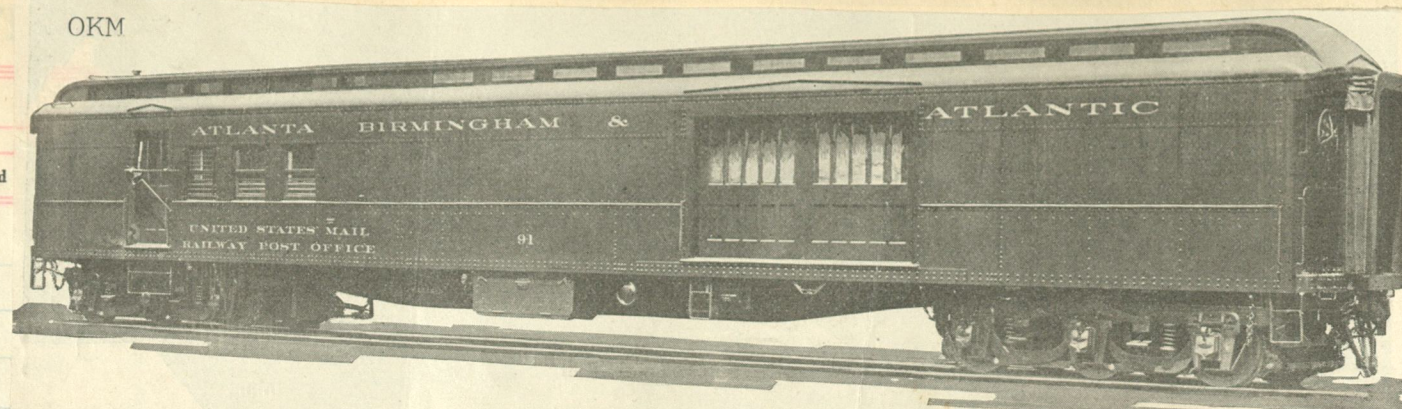
3 Locomotives like the above are being fired by Street Stokers
to AB&C 401-403, ACL 7401-7403

Cylinders 27 x 30 in.
Driving wheels, diameter 57 in.
Steam pressure 185 lbs.
Boiler diameter 84 in.
Tubes, length 20 ft.
" number 43-5½ in.
" " 250-2¼ in.
Heating surface, tubes 4,166 sq. ft.
" " fire box 265 sq. ft.
" " total 4,472 sq. ft.
Fire box 160 x 84 in.
Grate area 70 sq. ft.

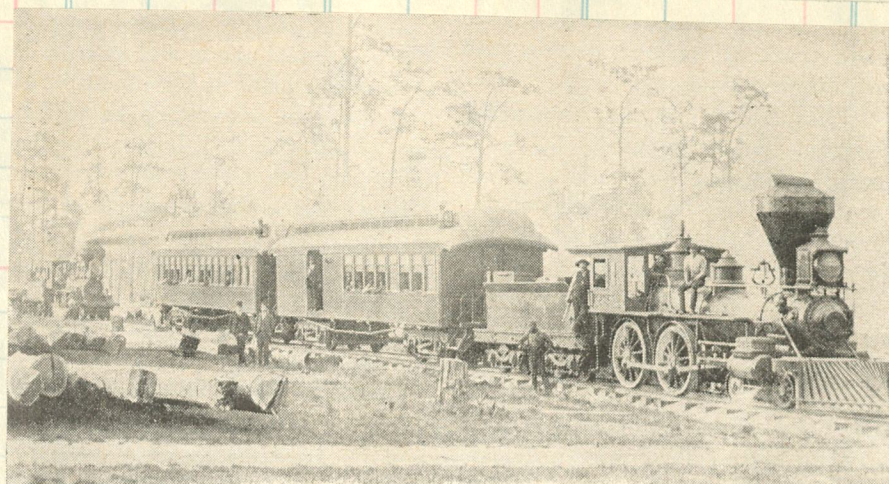
Wheel base, driving 21 ft.-11 in.
" " engine 38 ft.
" " and tender 71 ft.-7 in.
Weight, leading 26,000 lbs.
" driving 250,000 lbs.
" trailing 38,000 lbs.
" engine 314,000 lbs.
" tender 156,900 lbs.
Tender capacity, water 8,500 gals.
" " coal 12 tons
Maximum tractive power 61,500 lbs.
Factor of adhesion 4.06

OKM

Sold



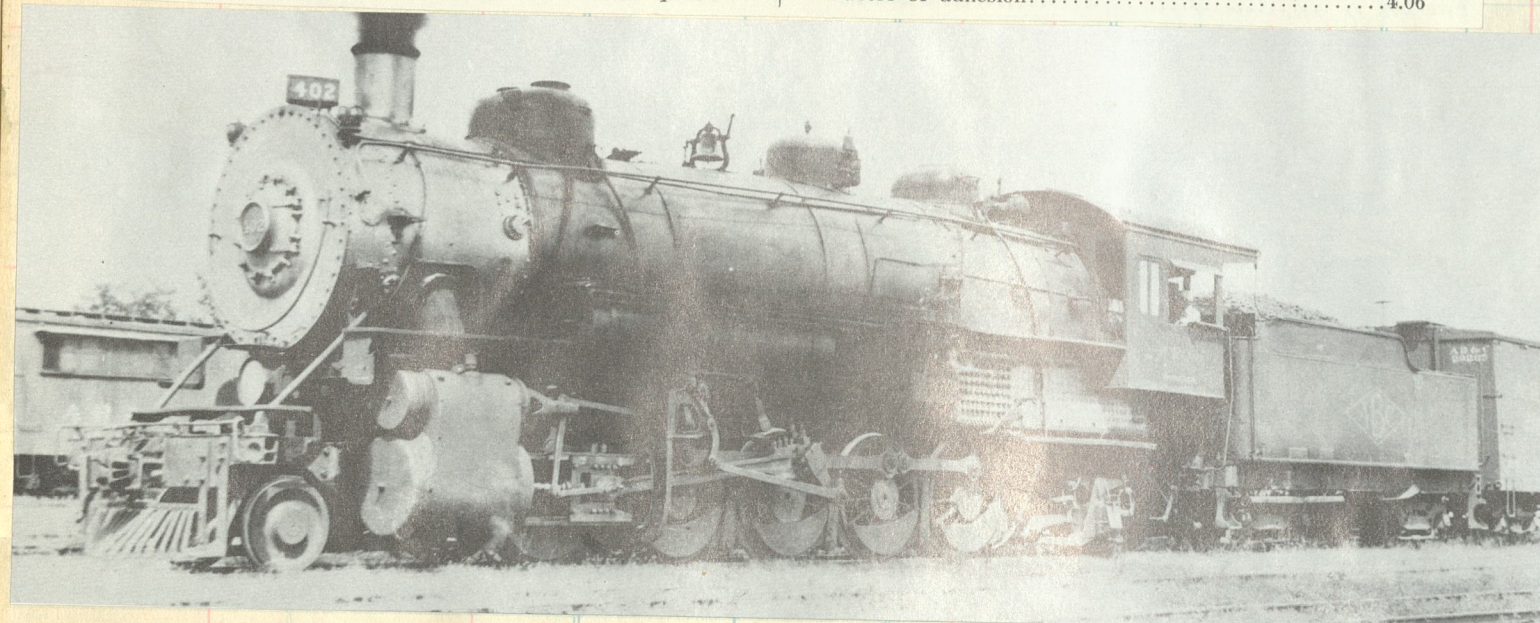
Clos. No. Sold Amount



TWO OLD WAYCROSS AIRLINE WOODBURNERS

C. W. Witbeck

Date this picture was taken is unknown. The passenger engine was built by Baldwin in 1874.



Baldwin blt in 1907 as
AB&A #53 c/n 31292

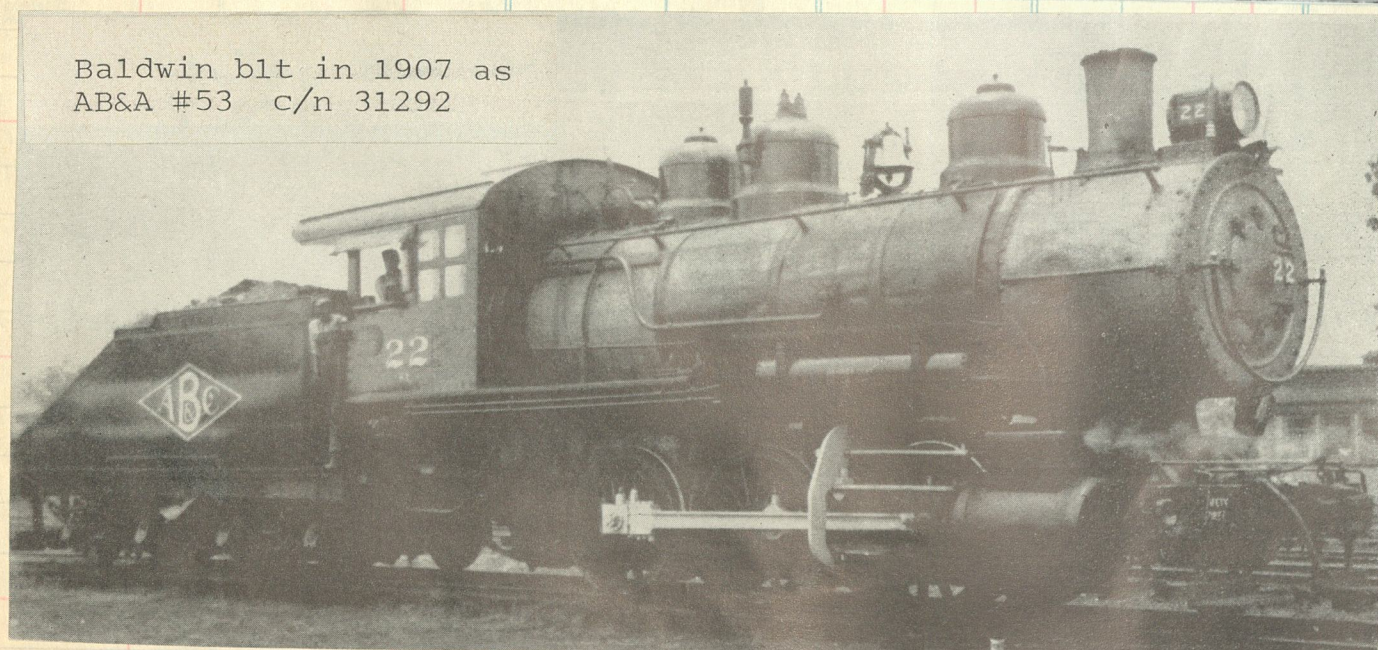
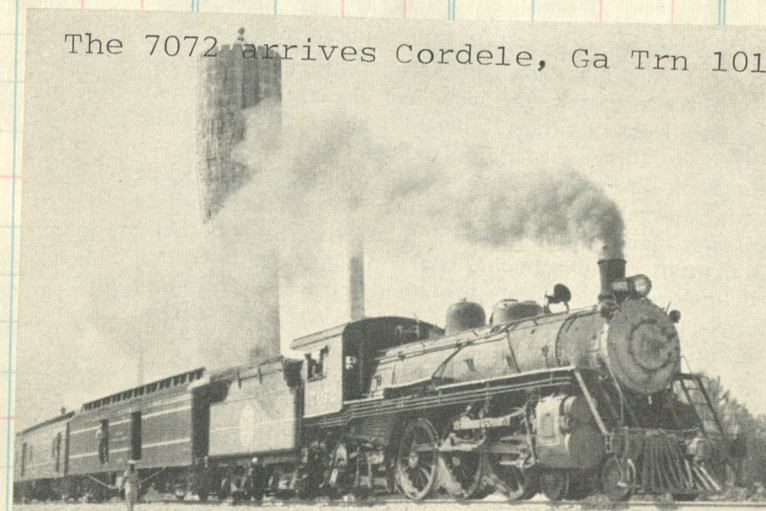


Photo by Underwood & Underwood

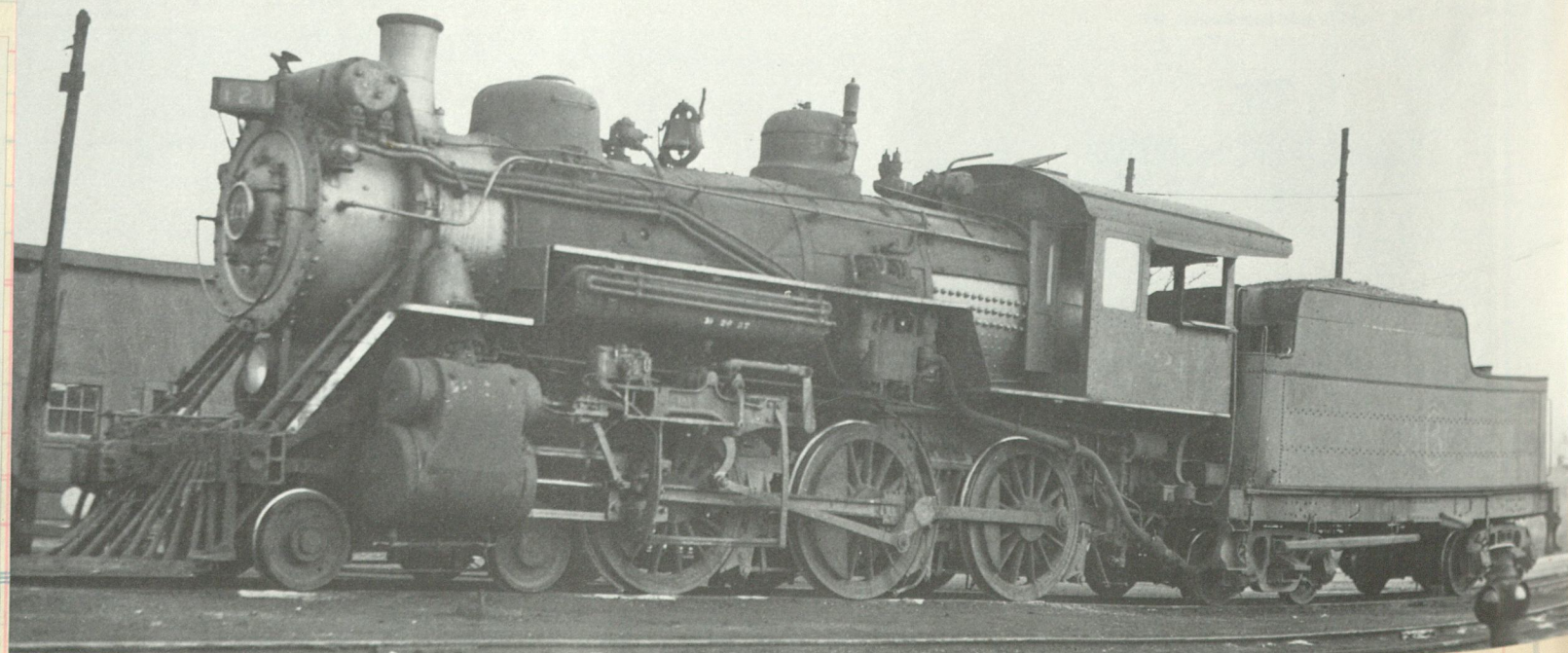
1922

Accident Near Union City, Georgia, March 13, Thought to
Have Been Caused by a Broken Wheel

The 7072 arrives Cordele, Ga Trn 101

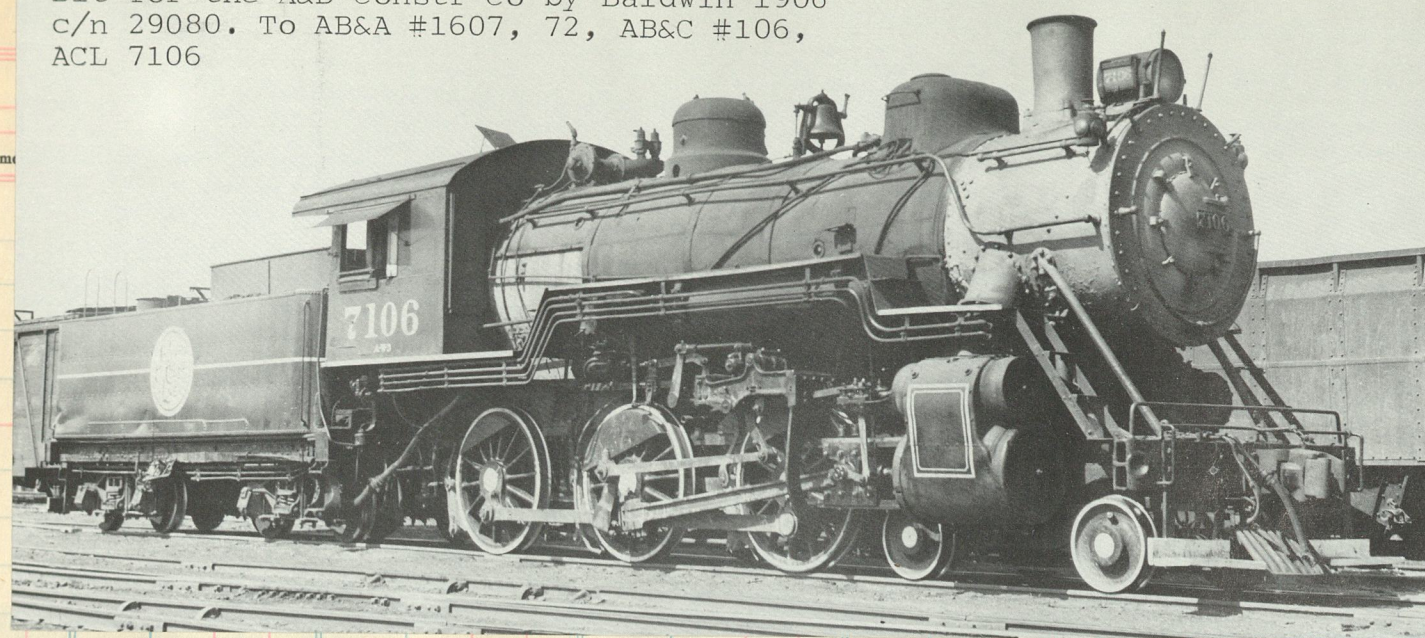


nearing Birmingham

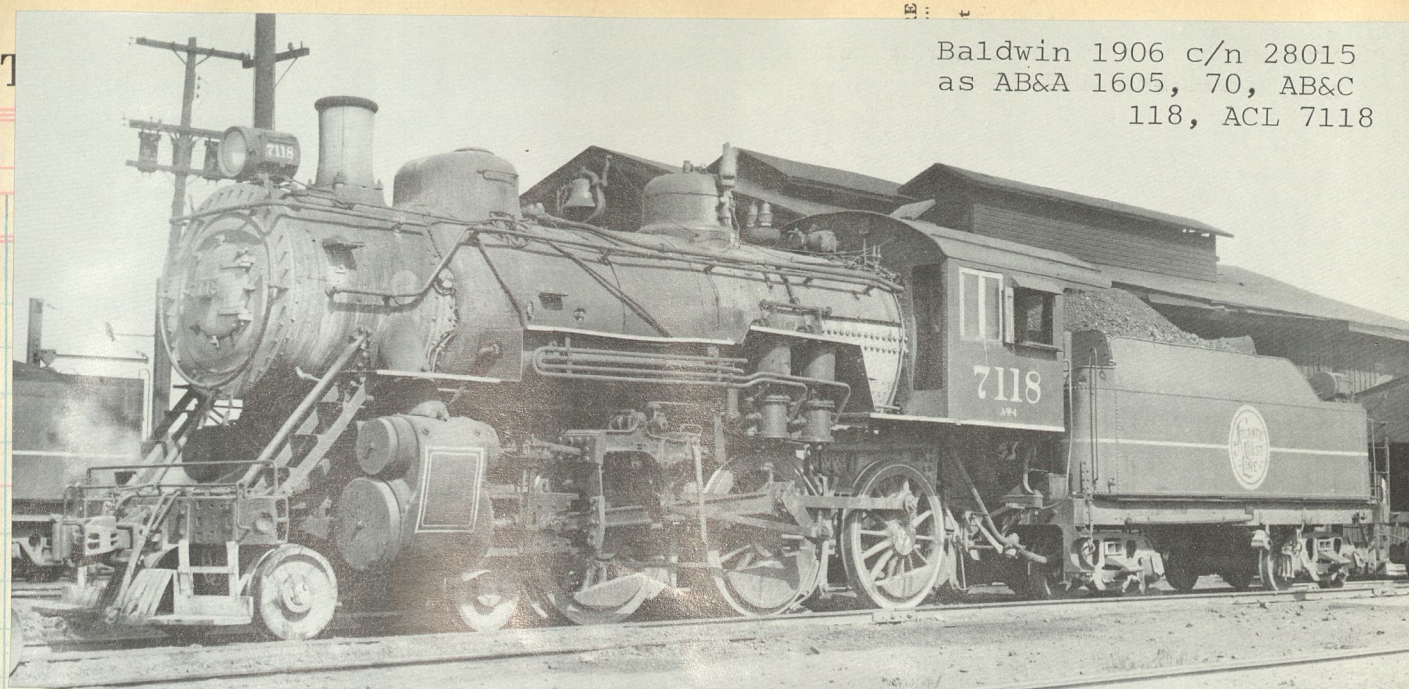


AB&C #121, a husky bronco, blt in 1906 by Baldwin c/n 28041 as AB&A 1606, 71.
To ACL 7121. Note: This data does not agree with that in the Baldwin records.

Blt for the A&B Constr Co by Baldwin 1906
c/n 29080. To AB&A #1607, 72, AB&C #106,
ACL 7106

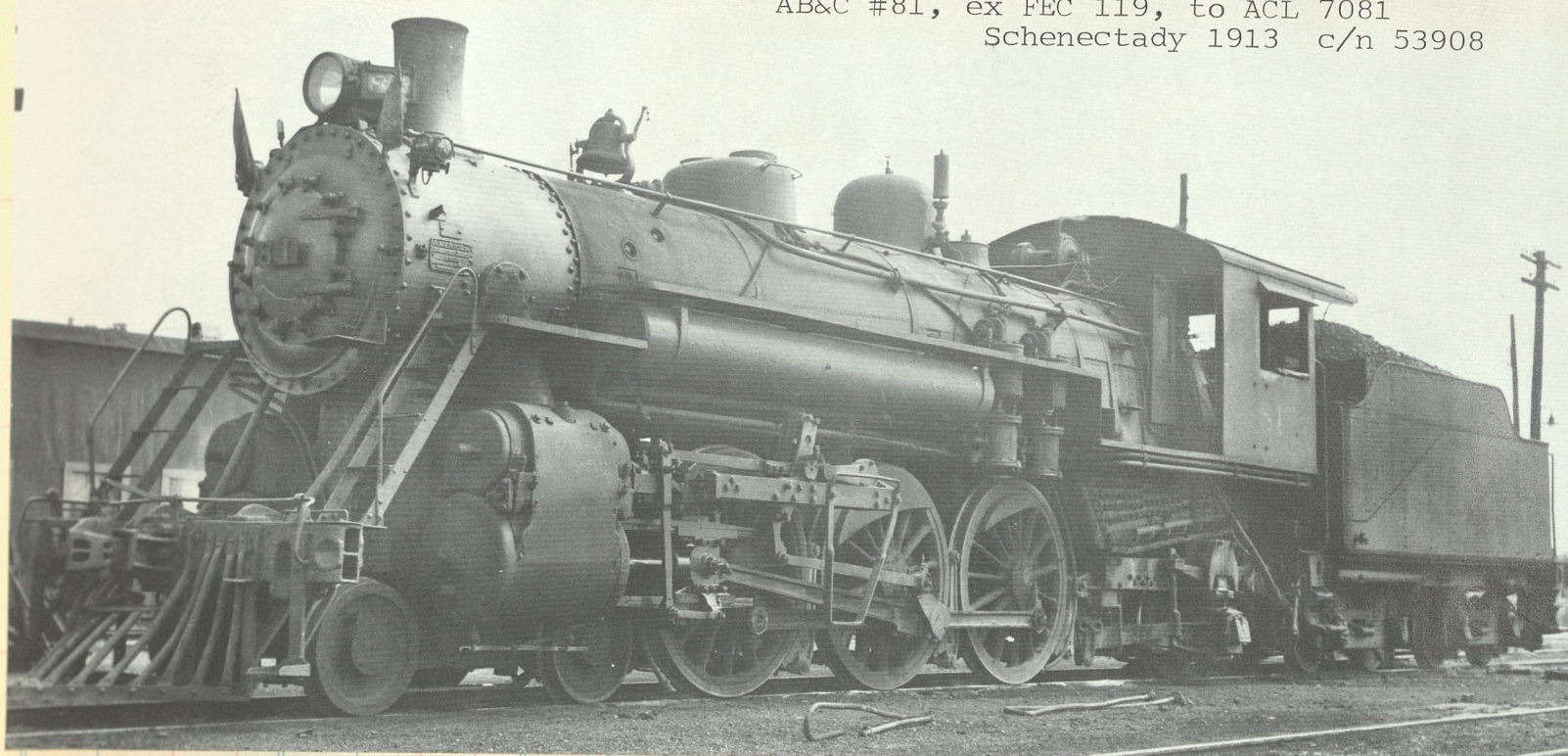


Baldwin 1906 c/n 28015
as AB&A 1605, 70, AB&C
118, ACL 7118



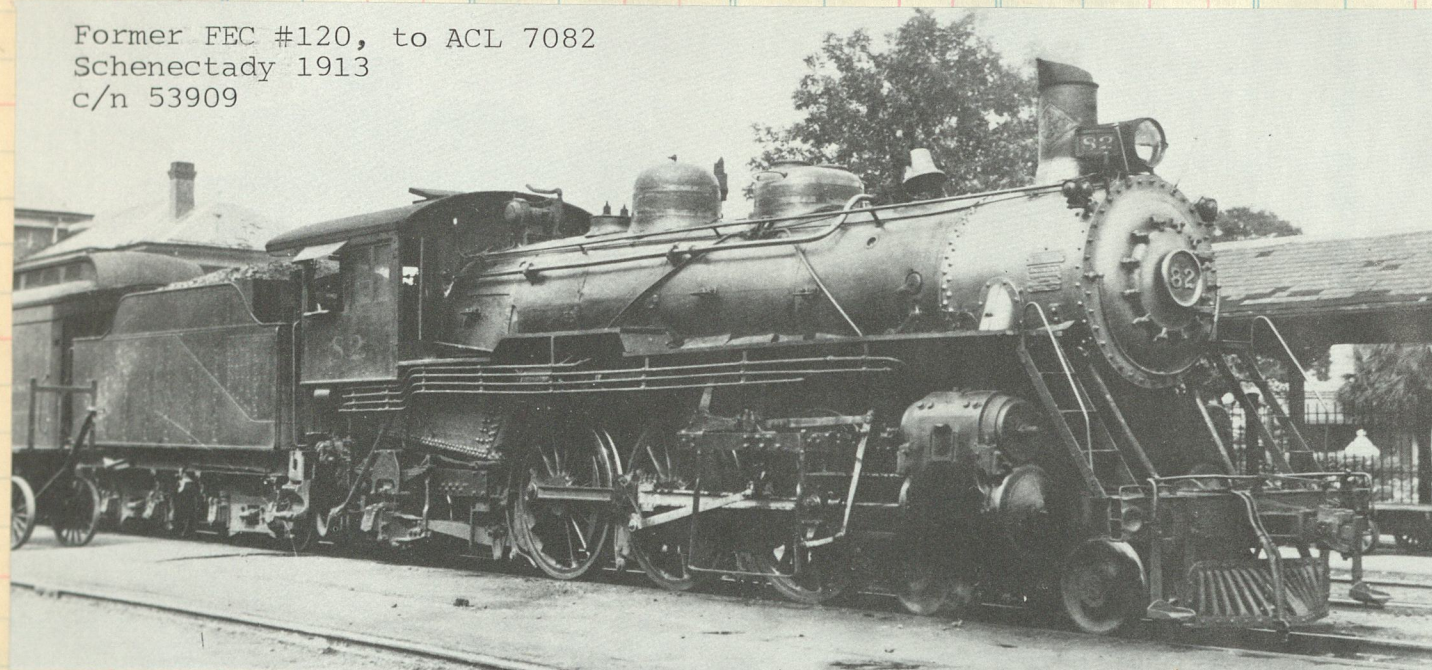
In 1930 the AB&C purchased sixteen 4-6-2's from the FEC and noed them 71-86.

AB&C #81, ex FEC 119, to ACL 7081
Schenectady 1913 c/n 53908

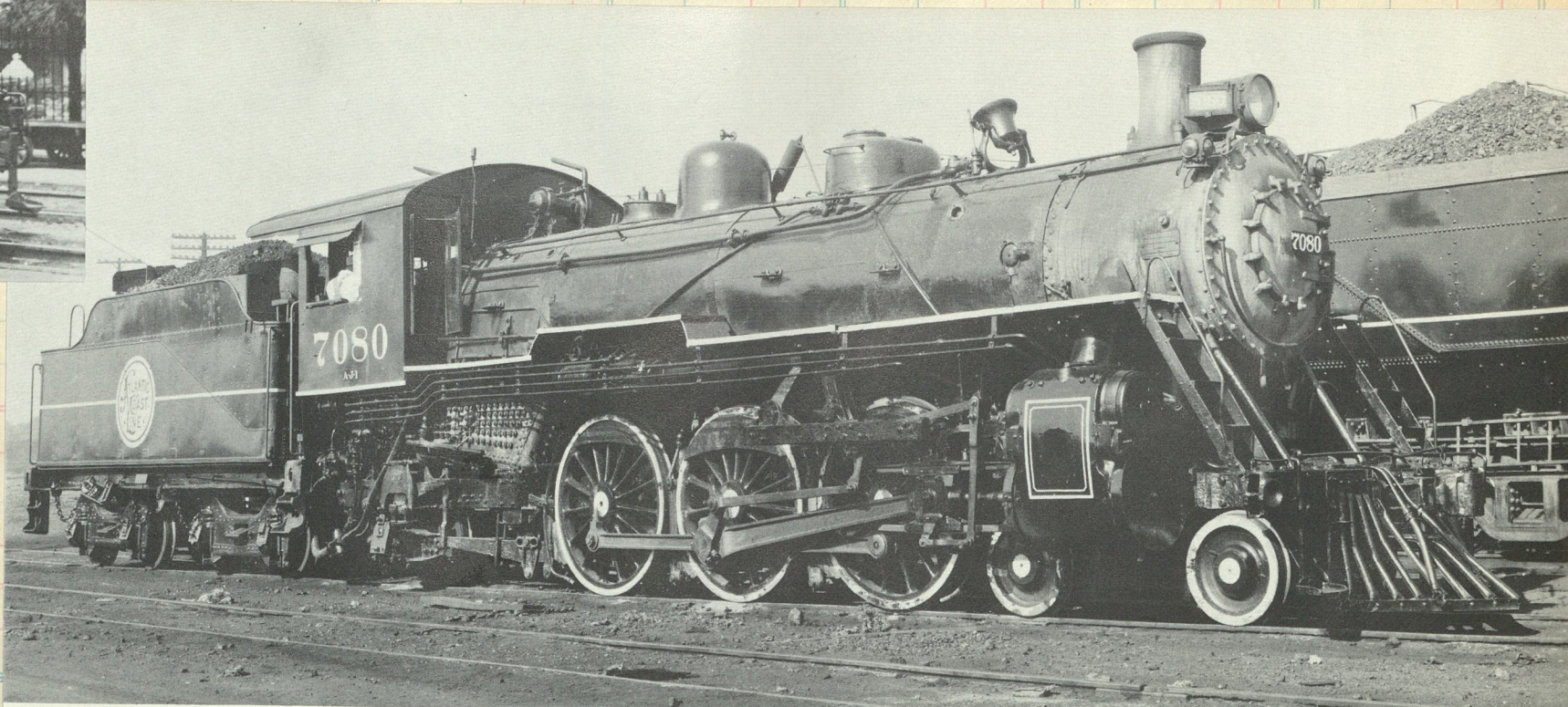
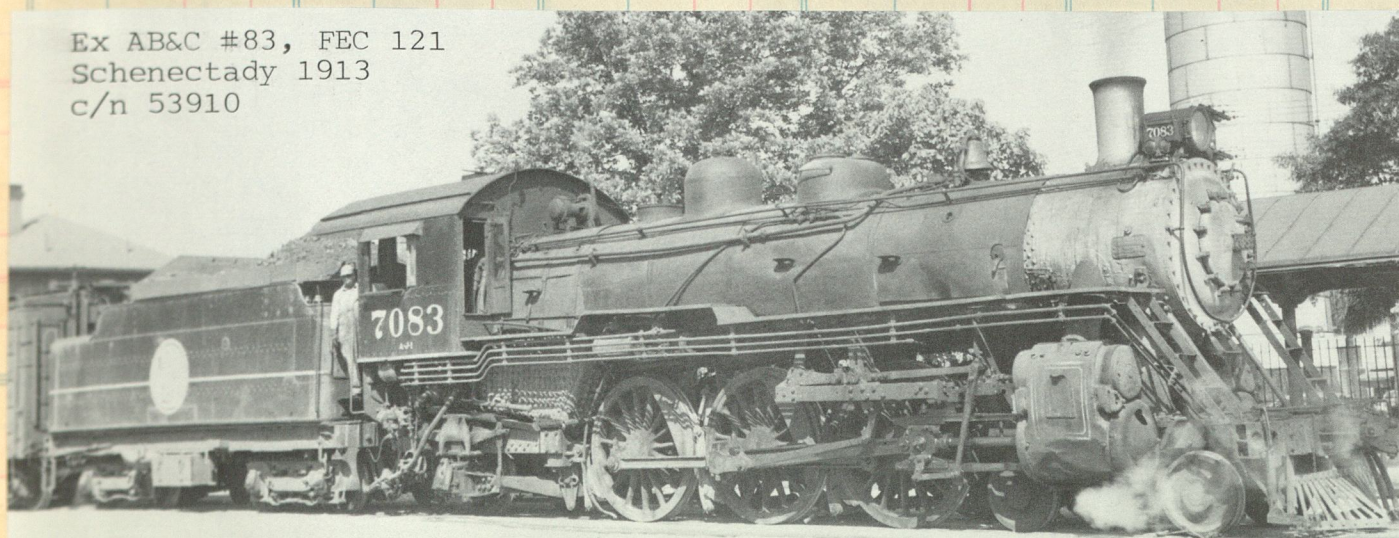


With her whistle sounding a warning for the crossing at Rte 154 (Cascade Road, west side of Atlanta) the 7075 hurries along with Trn #101. [ex FEC #110, AB&C #75 Schenectady 1913]

Former FEC #120, to ACL 7082
Schenectady 1913
c/n 53909



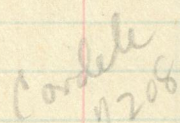
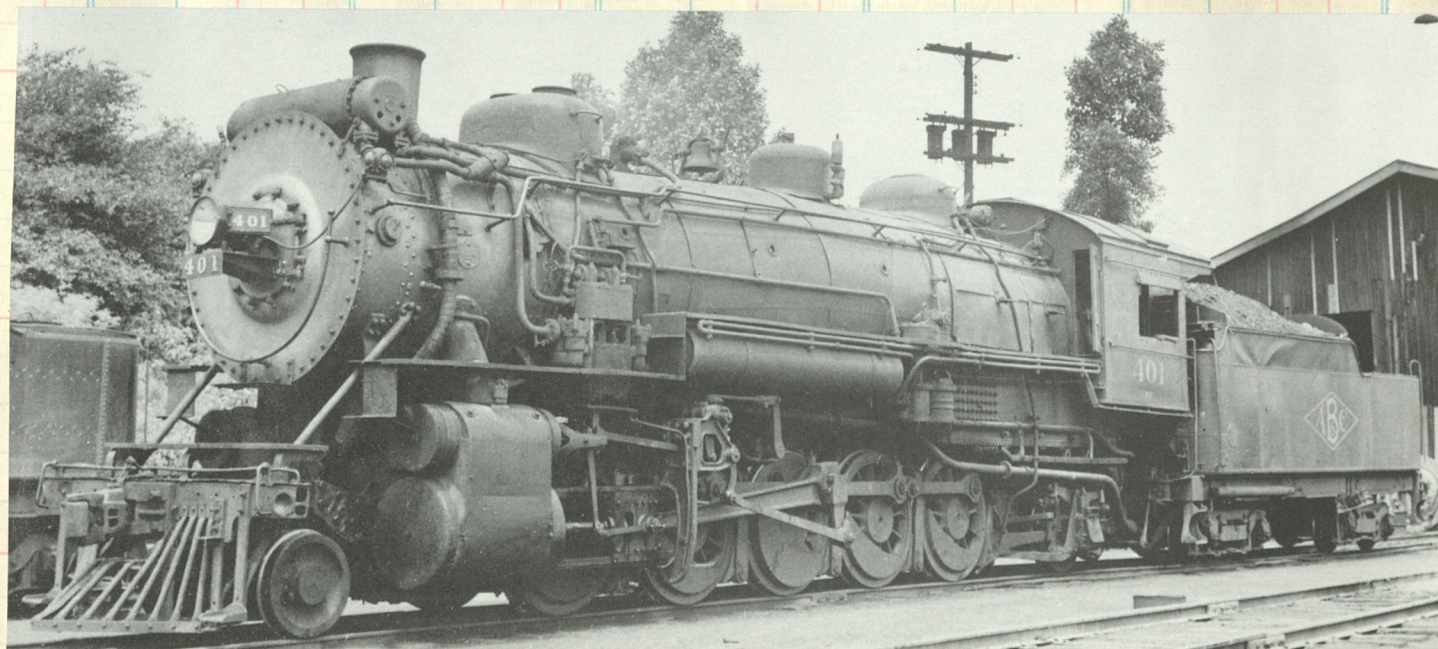
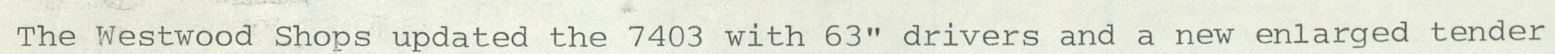
Ex AB&C #83, FEC 121
Schenectady 1913
c/n 53910



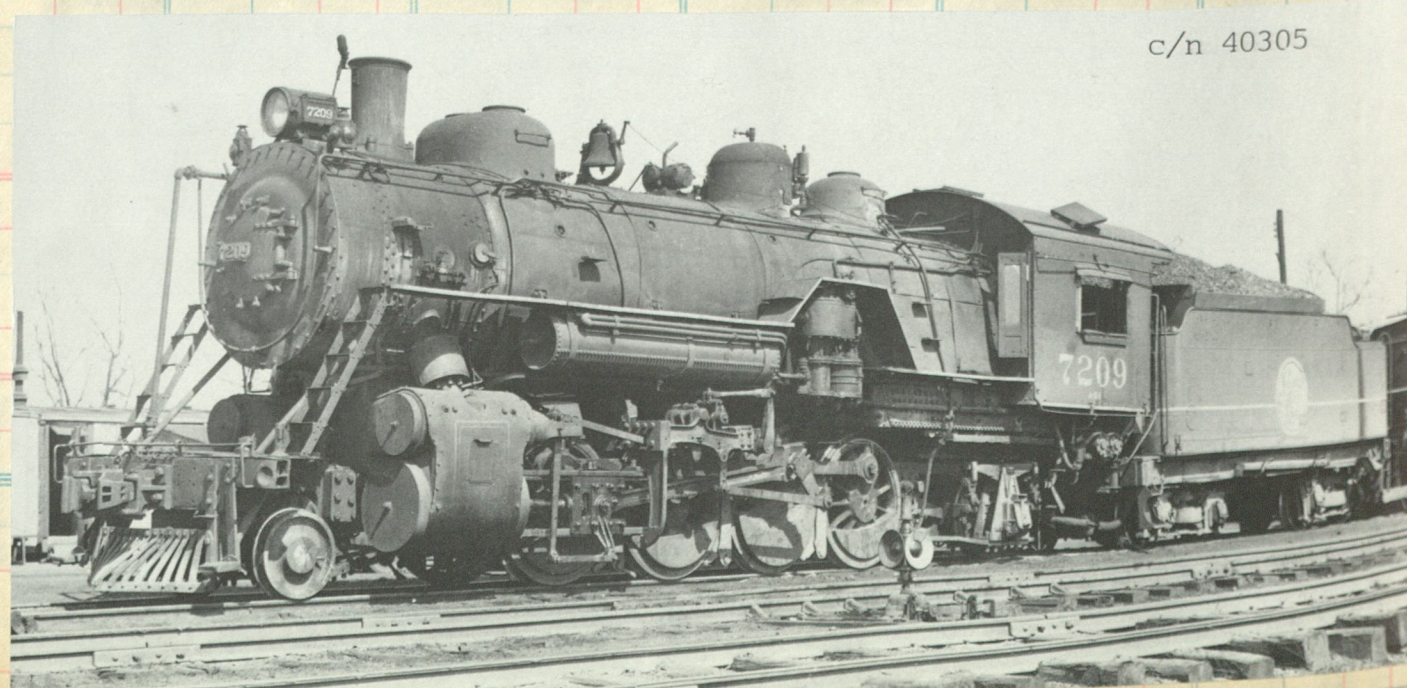
ACL's immaculate 7080, still equipped with Fox tender trucks at Waycross, Ga., May 1, 1948.

James Bowie / Frank E. Ardrey, Jr. collection

Thirty five years old and still looks as neat and trim as the day she was delivered to the Florida East Coast



c/n 40305



A black and white photograph of a steam locomotive pulling a freight train. The locomotive, numbered 5572 on its front, is a large, dark-colored engine with a prominent white circular front plate. It is pulling a series of dark-colored boxcars. The train is moving along a track that curves through a hilly, wooded landscape. The background is filled with tall, thin trees, and the foreground shows a grassy embankment. The overall scene is a classic representation of early 20th-century railroading.

A black and white photograph of a steam locomotive pulling a passenger train through a rural landscape. The locomotive is emitting a large plume of dark smoke. The train is moving from left to right. The number 7372 is visible on the front of the locomotive. The text "CHICAGO-MIAMI—Every Third Day" and "DIXIE FLAGLER" is overlaid on the top left, with "Coach Streamliner" below it. The number "16" is in the top right corner.

A black and white photograph of a Dixie Flagler steam locomotive pulling a passenger car. The locomotive is numbered 79 and has "DIXIE FLAGLER" written on its side. The passenger car has "A B A C" on its side. The train is on tracks in front of a building.

A black and white photograph of a steam locomotive pulling a freight train. The locomotive is emitting a large plume of dark smoke from its smokestack. The train is moving along tracks in an open field.

A black and white photograph of a steam locomotive, number 7153, pulling a passenger train. The locomotive is a large, dark-colored steam engine with a prominent smokestack emitting a plume of white smoke. It has the number '7153' on its side and front. The train consists of several passenger cars, including a dark-colored Pullman car with a large white circular logo on its side. The train is traveling on a set of tracks that curve slightly to the left. The background shows a flat, open landscape with some distant structures and a clear sky.

A black and white photograph of a steam locomotive, number 7153, pulling a freight train. The locomotive is a large, dark-colored engine with a prominent smokestack emitting a plume of white smoke. The number '7153' is clearly visible on the front of the boiler. The train consists of several freight cars, including open-top hoppers and a covered hopper, trailing behind the engine. The train is traveling on a track that curves through a landscape with dense trees and foliage. In the background, a utility pole with cross-arms is visible on the right side of the frame. The overall scene is set in a rural or wooded area.

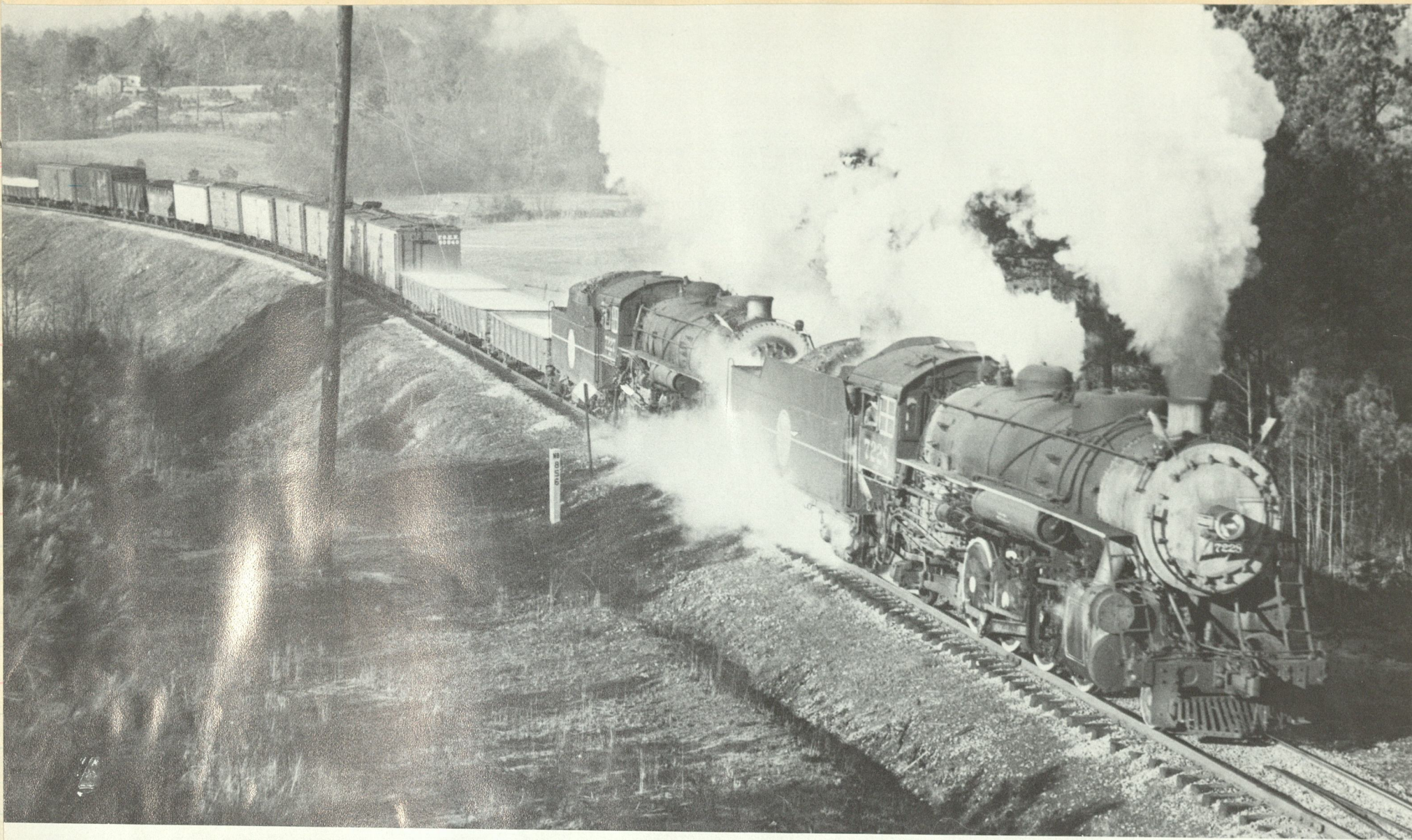
Former Great Northern #1466 blt by LIMA in 1914 c/n 1344. Sold to Ga Car & Loco 1941, to AB&C #153 in 1942, in '46 to ACL #7153

This robust 0-8-0 was 'home made' at the Westwood Shops in 1939 using the boiler of Ten Wheeler #110. The frame was purchased from the Ga. Car & Loco Co.

SELLER
DATE
FORM DESTINATION

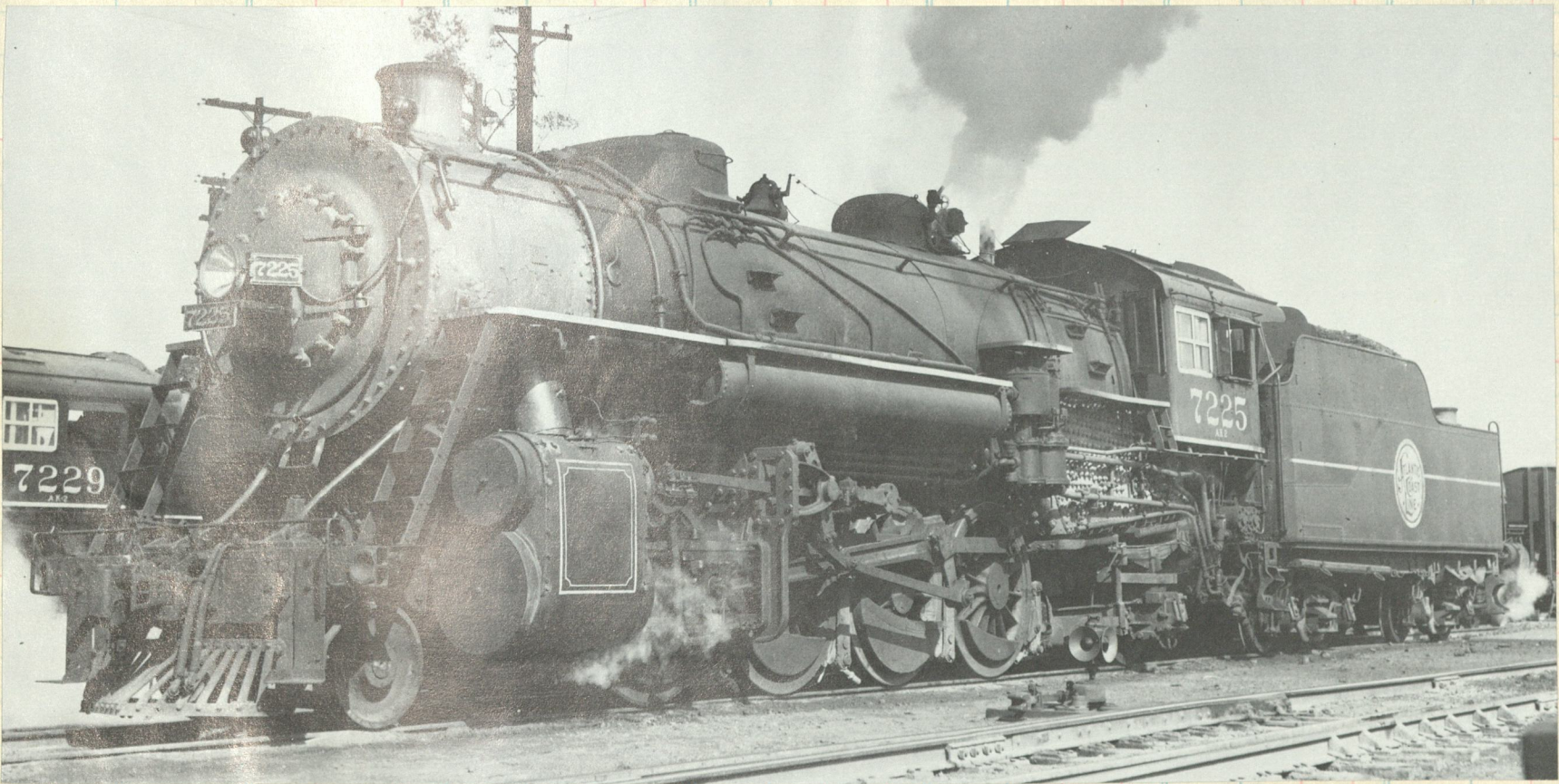
ES AT

Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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Doubleheading H-5 Mikados suggest the West Shore, but the smart Atlantic Coast Line paint on 7228 and 7227, northbound near Atlanta on the former Atlanta, Birmingham & Coast, says otherwise on February 12, 1948.

R. D. Sharpless/Frank E. Ardrey, Jr. collection



The 7225 was the first of eleven former New York Central Mikes purchased by the AB&C and noed 225-235. The 7225 (225) was rec'd in 1937 followed by one in '38, eight in '39 and one in '41.

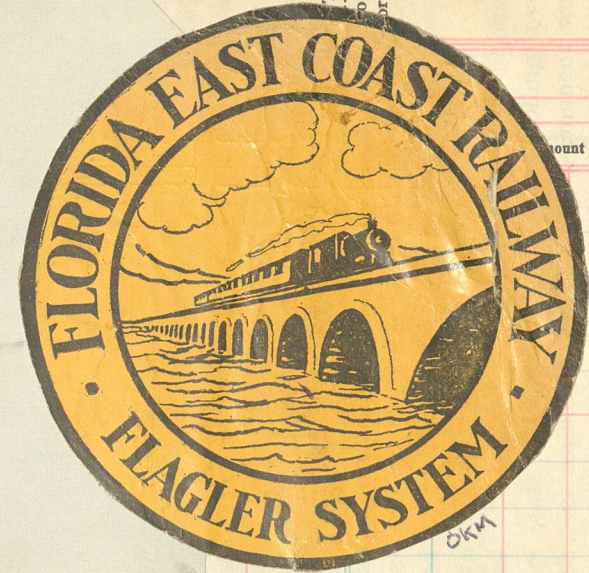
Built by Brooks in 1905 as Big Four [CCC&StL] #6618, 2-8-0, c/n 38476. Reblt as 2-8-2 by Brooks in 1913 noed #6055, to NYC #1555, AB&C 225, ACL #7225.



#7227 former N.Y.C. #1317. Blt as a 2-8-0 by Schenectady 1907 c/n 41548 NYC&HR 2856. Reblt by Brooks 1915 as NYC #3856. To 1317, AB&C 227, ACL 7227.

A fruit block enroute to the Northern markets

FLORIDA EAST COAST



FLORIDA SPECIAL

Only
DOUBLE TRACK ROUTE
THROUGH FLORIDA

No. 87—FLORIDA SPECIAL—Daily
Regular Section
Equipment from New York, Dec. 13 to Jan. 8.

Sleepers:

FE-38	New York-Miami	.....	(10-2)
FE-37	New York-Miami	.....	(10-2-1)
FE-36	New York-Miami	.....	(8-5 D. Brm.)
FE-35	New York-Miami	.....	(6-6 D. Brm.)
FE-34	New York-Miami	.....	(7-2)
FE-33	New York-Miami	.....	(3-3 Lng.)

Dining Cars: New York-Miami.
Recreation Car: New York-Miami.

Sleepers:

FE-32	New York-Miami	.....	(6-3)
FE-31	New York-Miami	.....	(6-3)
FE-30	New York-Miami	.....	(3-1 Lng.)
aR-67	Washington-Miami	.....	(10-2-1)
aR-68	Washington-Miami	.....	(10-2-1)

(a) From Washington Mon., Wed., Fri., Sun.

Florida's Most Popular
Seasonal Train from the North



Every winter frost bitten Yankees by the thousands migrated South to escape the icy northern climes. Here the 436, and a sister 4-8-2, with another section of vacationers seeking refuge in sunny Florida.



PIONEER ALL-PULLMAN TRAIN NEARS GOLDEN ANNIVERSARY

Several times the Atlantic Coast Line's historic Florida Special had to run six sections; frequently it has three or four. It begins its fiftieth season of continuous operation in January, 1937. Hawaiian musicians play in each recreation car, where a hostess arranges dances, bridge parties, and games for children. In the background towers Miami's City Hall, with the city's unique skyscraper jail on the upper floors.

Florida East Coast Railway station at Hollywood.

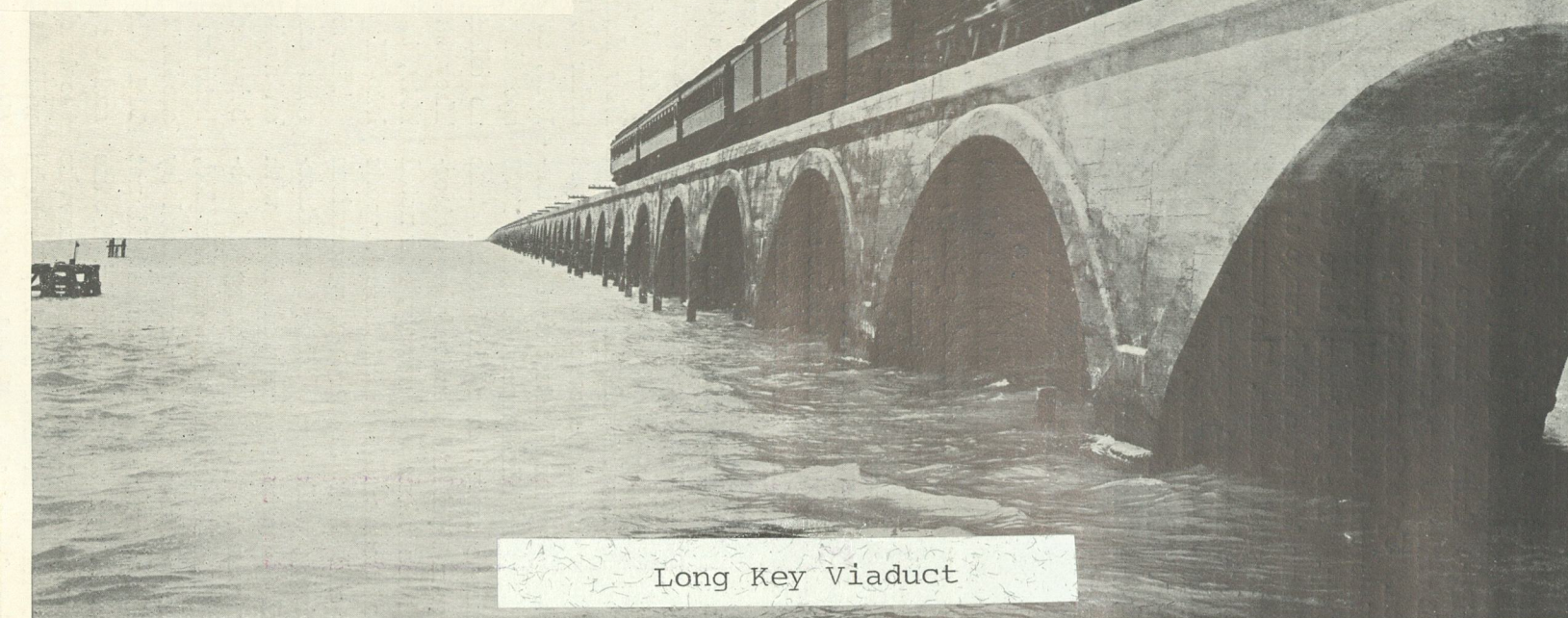


The 443 glides into Hollywood with a section of the FLORIDA SPECIAL

The F. E. C., in 1927, operated 918 miles with 250 engines, 2908 freight and 220 passenger cars.

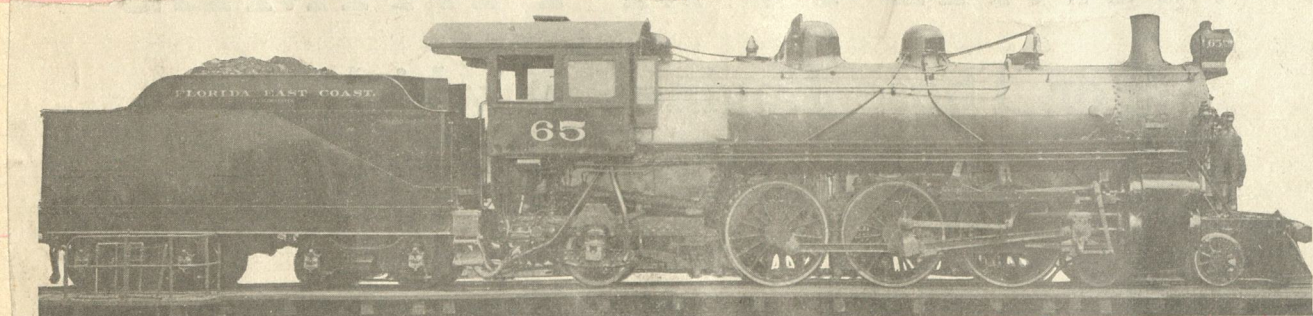
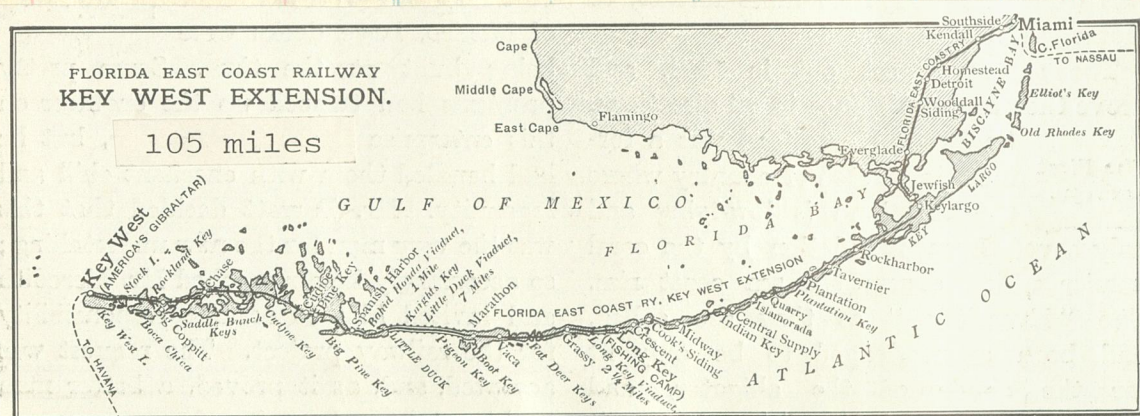
146. What road was known for years as the "Overseas Railway"?

From 1912 to 1935 the Florida East Coast Railway operated trains to and from Key West, over succession of bridges and viaducts spanning the Florida Keys, and was known as the "Overseas Railway." In the latter year, following a disastrous hurricane which practically destroyed forty miles of the line on the Florida Keys, the railway company discontinued train service south of Florida City, thirty miles below Miami. The Florida East Coast Car Ferries which were formerly operated between Key West and Havana, were later operated between Port Everglades and Havana.

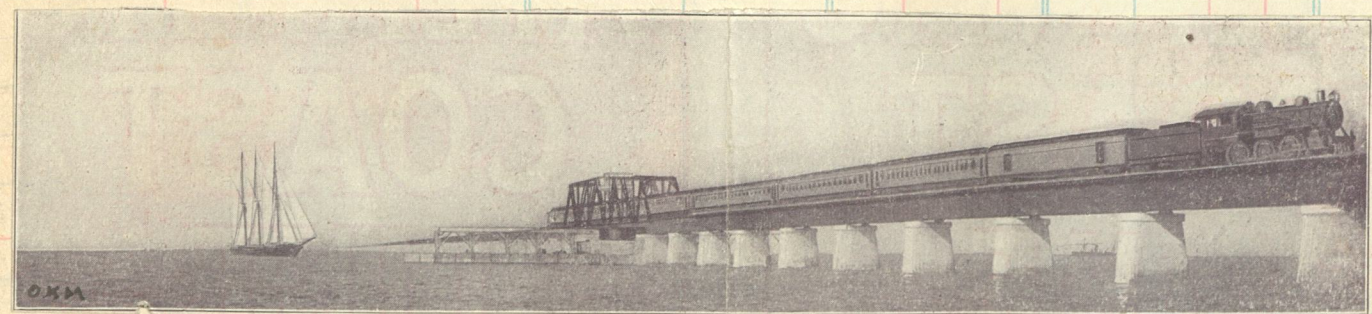


Long Key Viaduct

THE "OVERSEA LIMITED" EN ROUTE FOR KEY WEST.
On the viaduct speed is restricted to 15 miles per hour.



The initial Pacifics on the F.E.C. was ten noed 65-74 delivered by Schenectady in 1907. c/n 44605



A Type of the Bridges on the Florida East Coast Railway Extension to Key West.

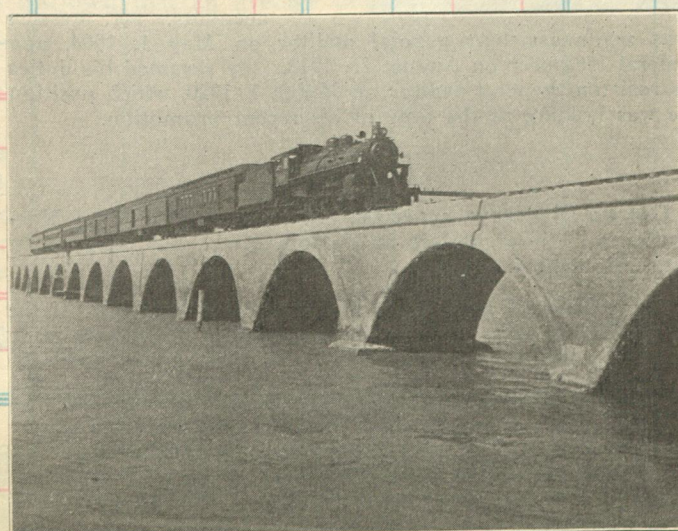
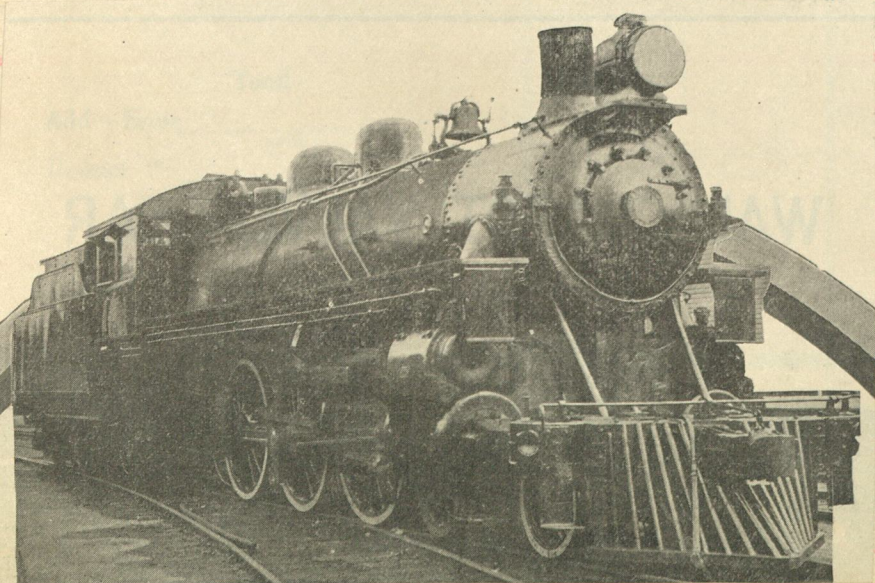
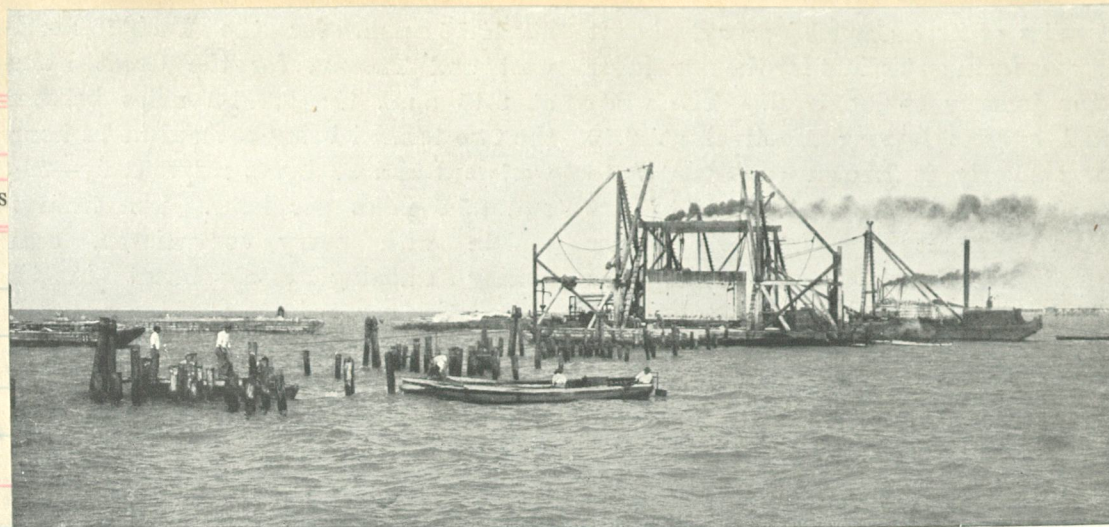
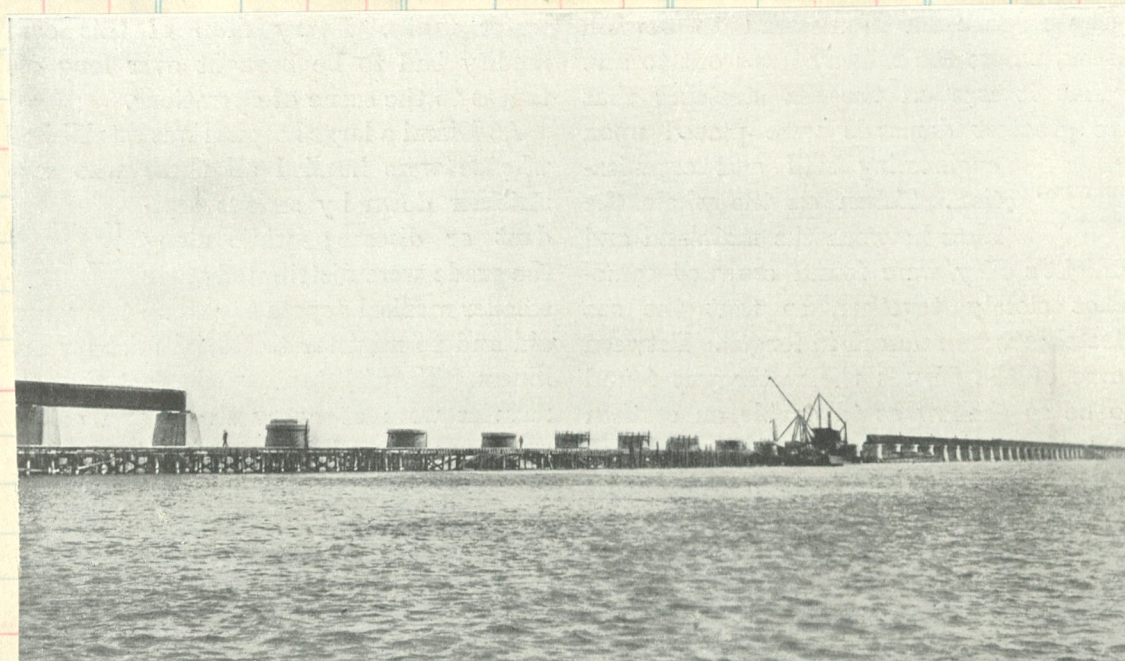


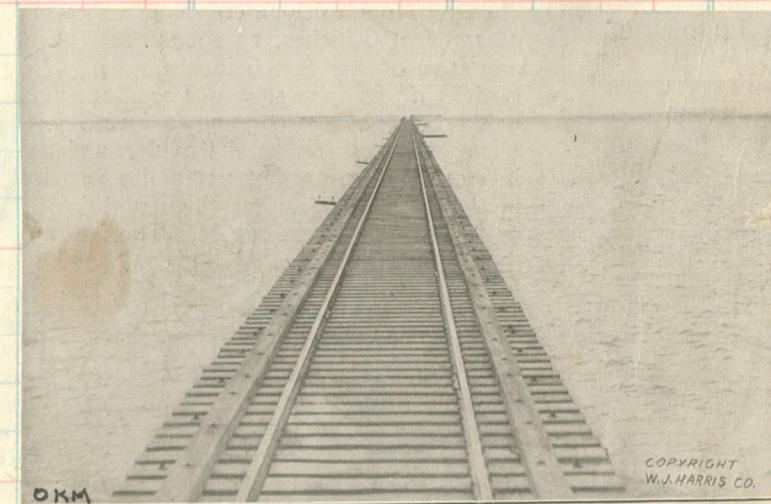
Photo by Underwood & Underwood
On Viaduct South of Long Key, Florida



'ON THE GRADE.'

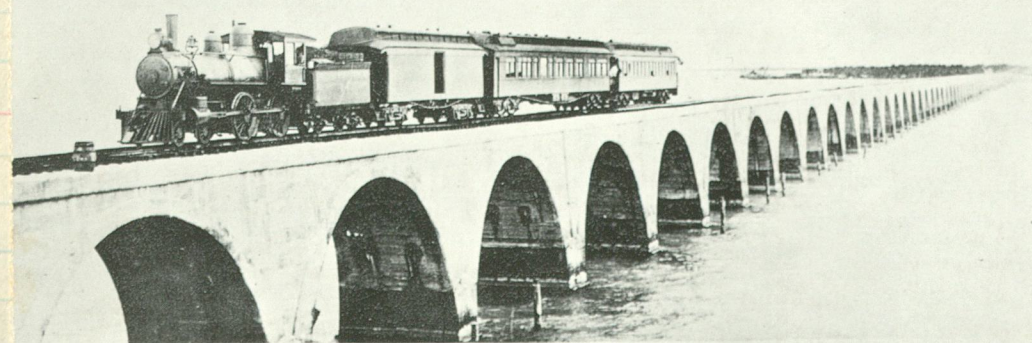


THE RAILWAY EAST OF PIGEON KEY, SHOWING PIERS AND BRIDGE CONSTRUCTION.



Seven Mile Bridge

FLORIDA EAST COAST RAILWAY—KEY WEST EXTENSION
Passenger Train Service Extended to Knights Key
FEBRUARY 5, 1908



VIEW OF LONG KEY VIADUCT

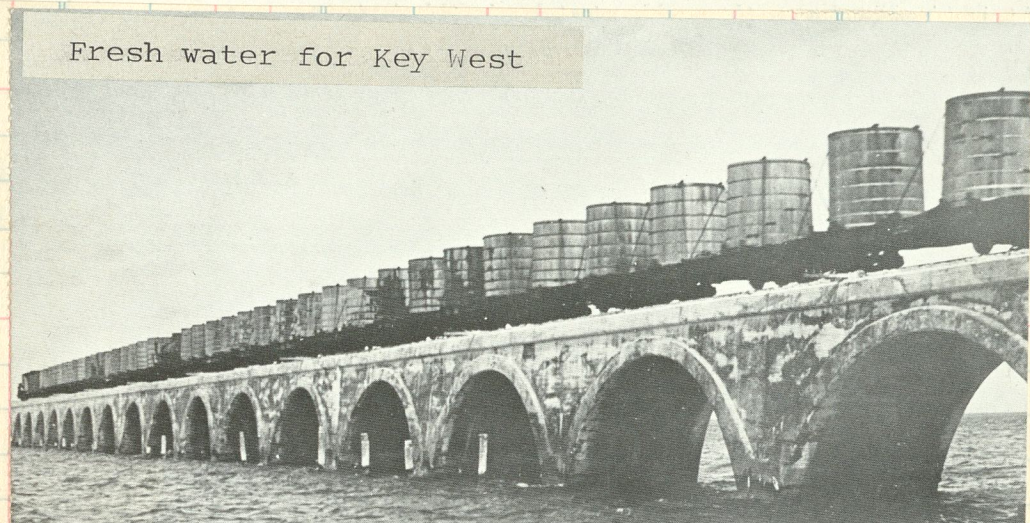
AND THE FIRST PASSENGER TRAIN TO MAKE THE TRIP TO KNIGHTS KEY

The Viaduct is 2.7 miles in length, built of reinforced concrete, and is a notable example of the use of this new construction material. The rails are 31 feet above mean high water.

Clos. No.	St.	old
305.6	lve. - Miami	arr. 5
307.0	Southside	.....
370.0	Cocoanut Grove	.....
373.7	Larkin	.....
375.0	Kendal	.....
379.0	Keys	.....
379.0	Benson	.....
380.0	Rockdale	.....
381.6	Perrine	.....
382.5	Peters	.....
385.8	Goulds	.....
387.0	Black Point	.....
387.8	Princeton	.....
389.3	Naranja	.....
390.0	Modello	.....
393.9	Homestead	.....
395.6	Florida City	.....
401.3	Woodhall	.....
408.3	Everglade	.....
415.4	Jewish	.....
417.1	Keylargo	.....
424.3	Rockharbor	.....
430.8	Tavernier	.....
434.5	Plantation	.....
438.6	Quarry	.....
439.9	Islamorada	.....
444.2	Central Supply	.....
445.3	Indian Key	.....
447.6	Crevallo	.....
450.6	Cooks Siding	.....
455.0	Crescent	.....
457.2	Long Key	.....
460.1	Toms Harbor	.....
463.9	Grassy	.....
470.8	Vaca	.....
474.2	Marathon	.....
484.9	Bahia Honda	.....
488.6	Spanish Harbor	.....
491.9	Big Pine	.....
495.5	Ramrod Key	.....
500.2	Cudjoe	.....
503.0	Sugarloaf	.....
506.2	Chase	.....
512.3	Big Coppitt	.....
518.2	Stork Island	.....
522.0	Key West	.....



THE FINISHED EARTHEN EMBANKMENT IN THE "SHALLOWS" BETWEEN THE KEYS-AS SOLID AS A ROCK



Fresh water for Key West

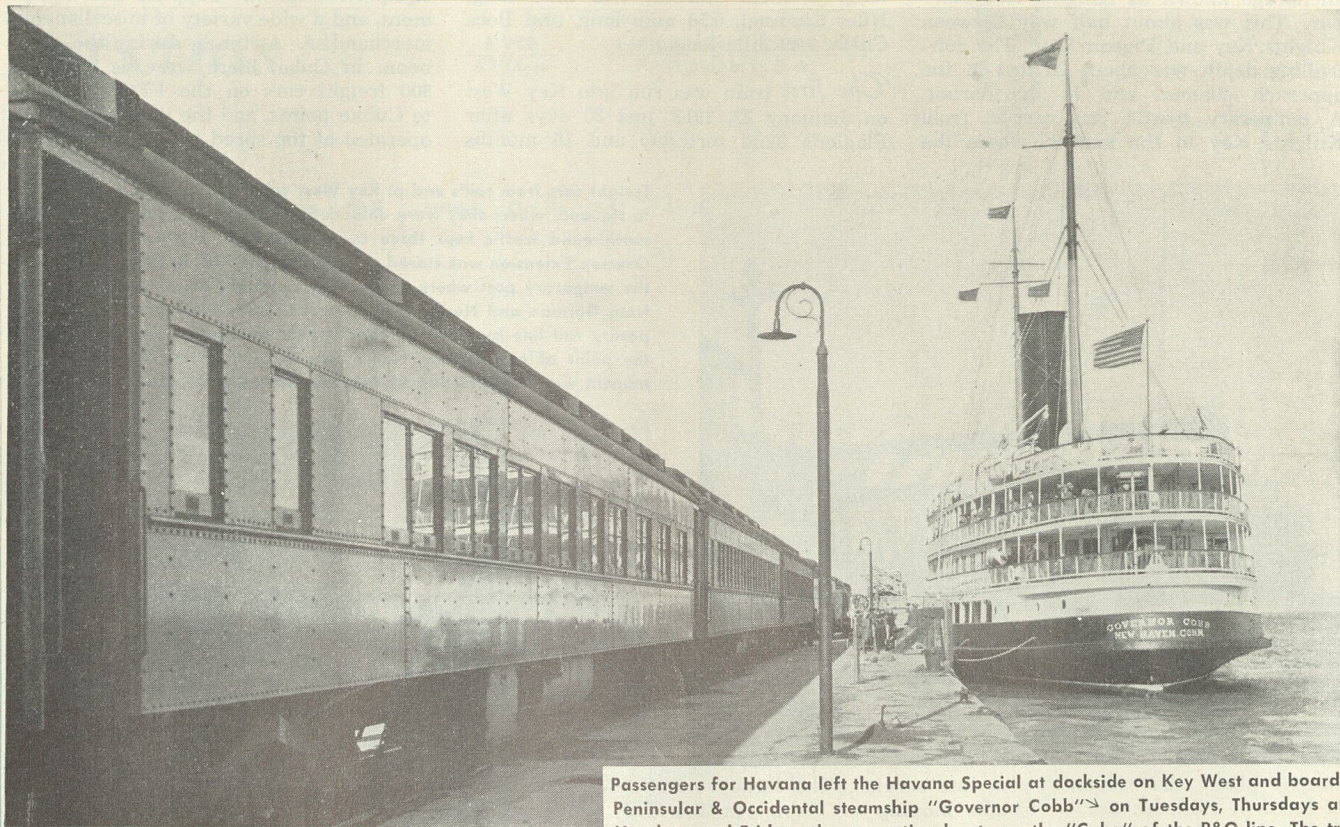
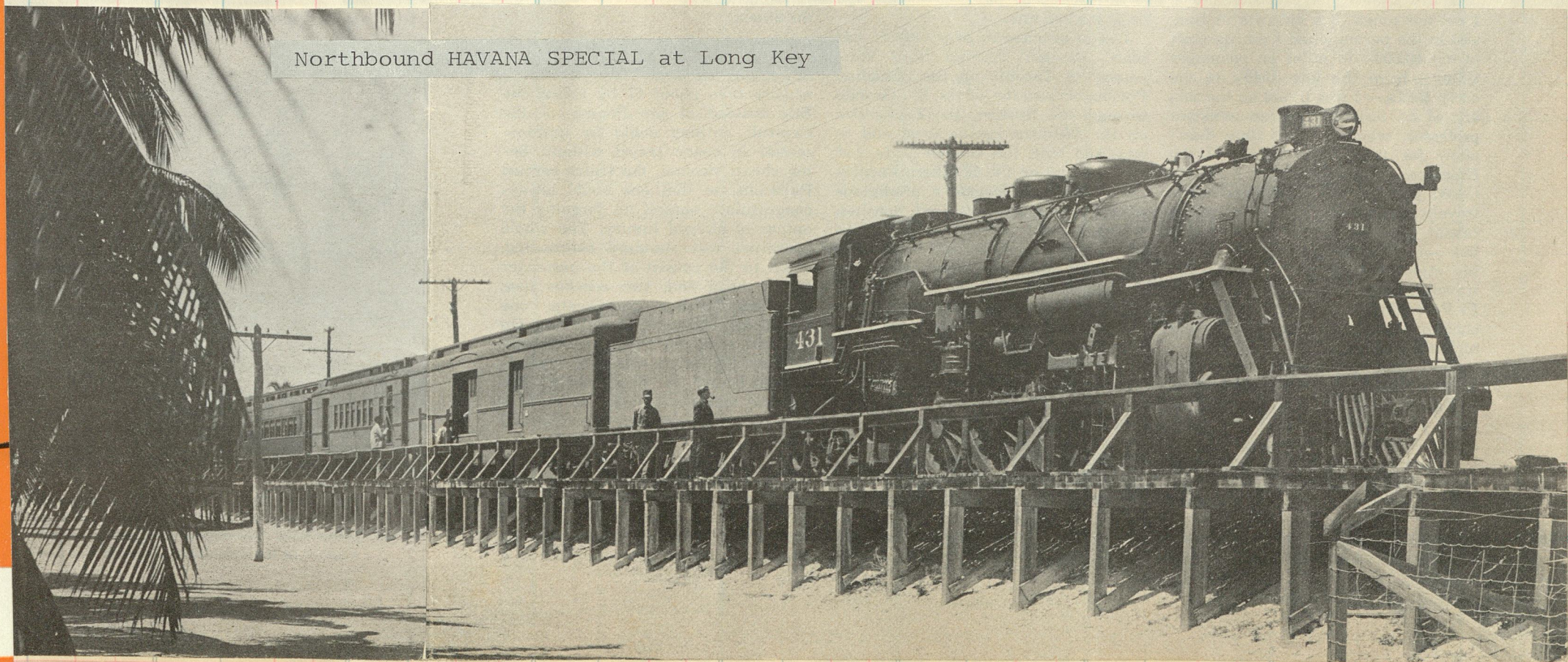


The first train into Key West Jan 22, 1912

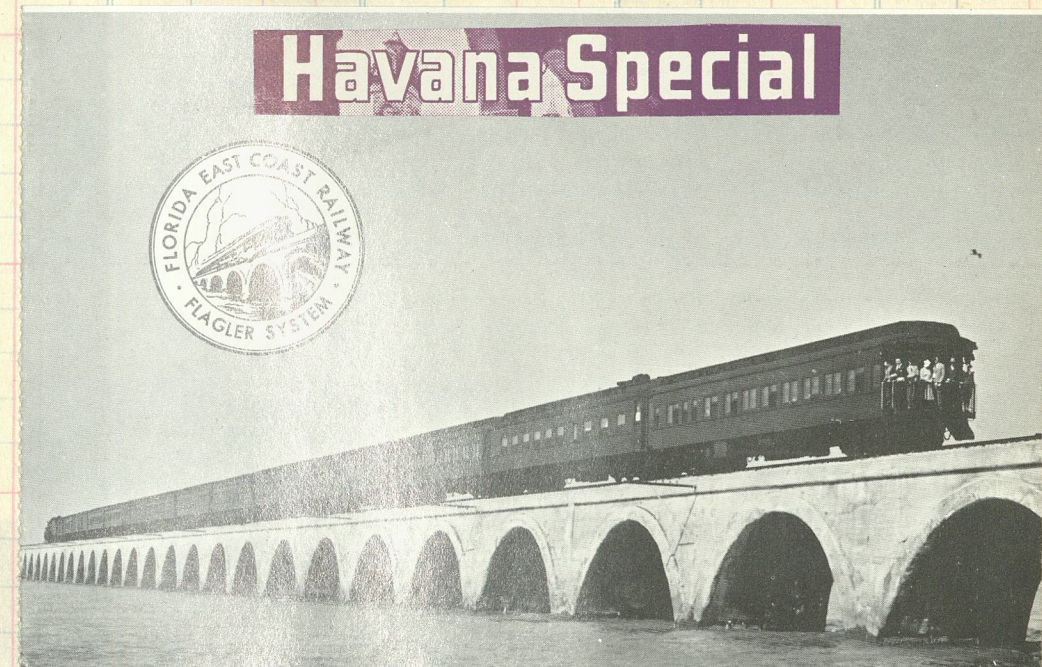


"Seven Mile Bridge"

Northbound HAVANA SPECIAL at Long Key



Passengers for Havana left the Havana Special at docks on Key West and boarded the connecting Peninsular & Occidental steamship "Governor Cobb" on Tuesdays, Thursdays and Saturdays; on Mondays and Fridays the connecting boat was the "Cuba" of the P&O line. The transfer from train to boat involved a 1 1/2 hour layover southbound; from boat to train northbound involved 2 hours.



Havana Special



No. 75-Havana Special. Daily.
Operates via Moultrie Cut-off.
Lounge Car... New York-Key West (passing Jacksonville Monday, Tuesday, Thursday and Friday).
New York-Miami (passing Jacksonville Sunday, Wednesday, Saturday).
Sleeping Cars... New York-Key West-12 Sections, 1 Drawing-room (from New York Sunday and Wednesday, passing Jacksonville Monday and Thursday).
New York-Miami-12 Sections, 1 D.R. (from New York Monday, Tuesday, Thursday, Friday and Saturday, passing Jacksonville Tuesday, Wednesday, Friday, Saturday and Sunday).
New York-West Palm Beach-10 Sections, 2 Drawing-rooms.
Washington-Miami-10 Sections, 2 Compartments, 1 Drawing-room.
Jacksonville-Key West-10 Sections, 2 Compartments, 1 Drawing-room (to Key West from Jacksonville Monday, Tuesday, Thursday, Friday; to Miami from Jacksonville Sunday, Wednesday, Saturday).
Dining Car... Miami-Key West (Tuesday, Wednesday, Friday and Saturday).
Coaches... Jacksonville-Key West. 1933

Havana

Special

SEASON 1940-41

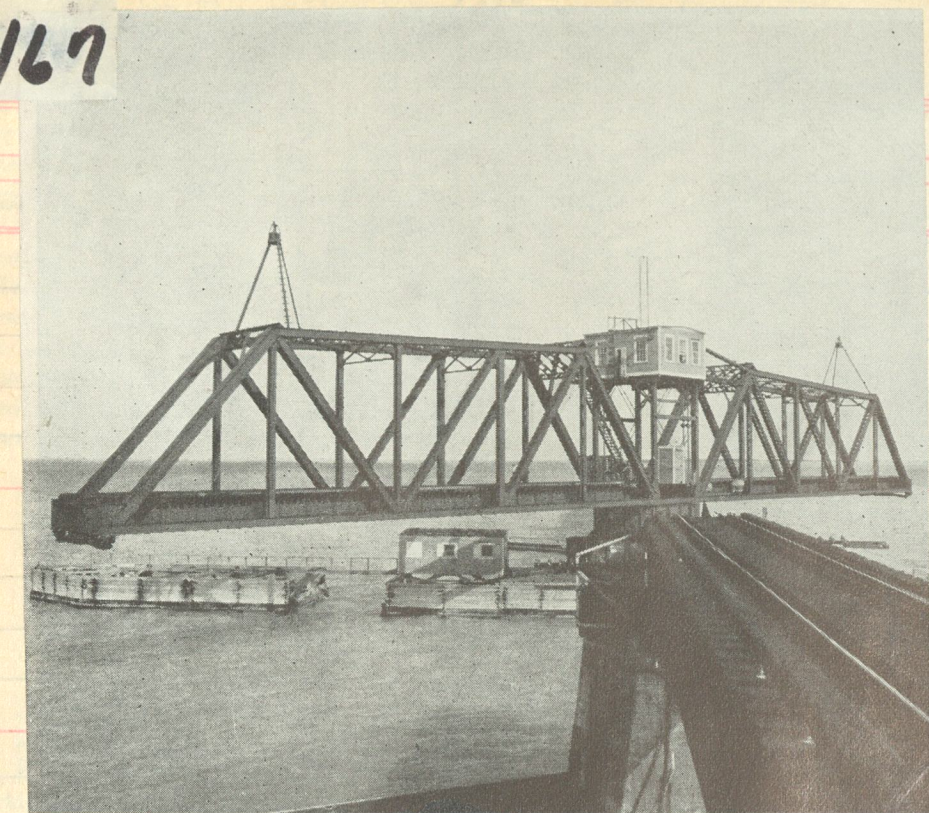
New York • Washington • Florida •
Havana • Nassau • Jamaica •

Sold Amount

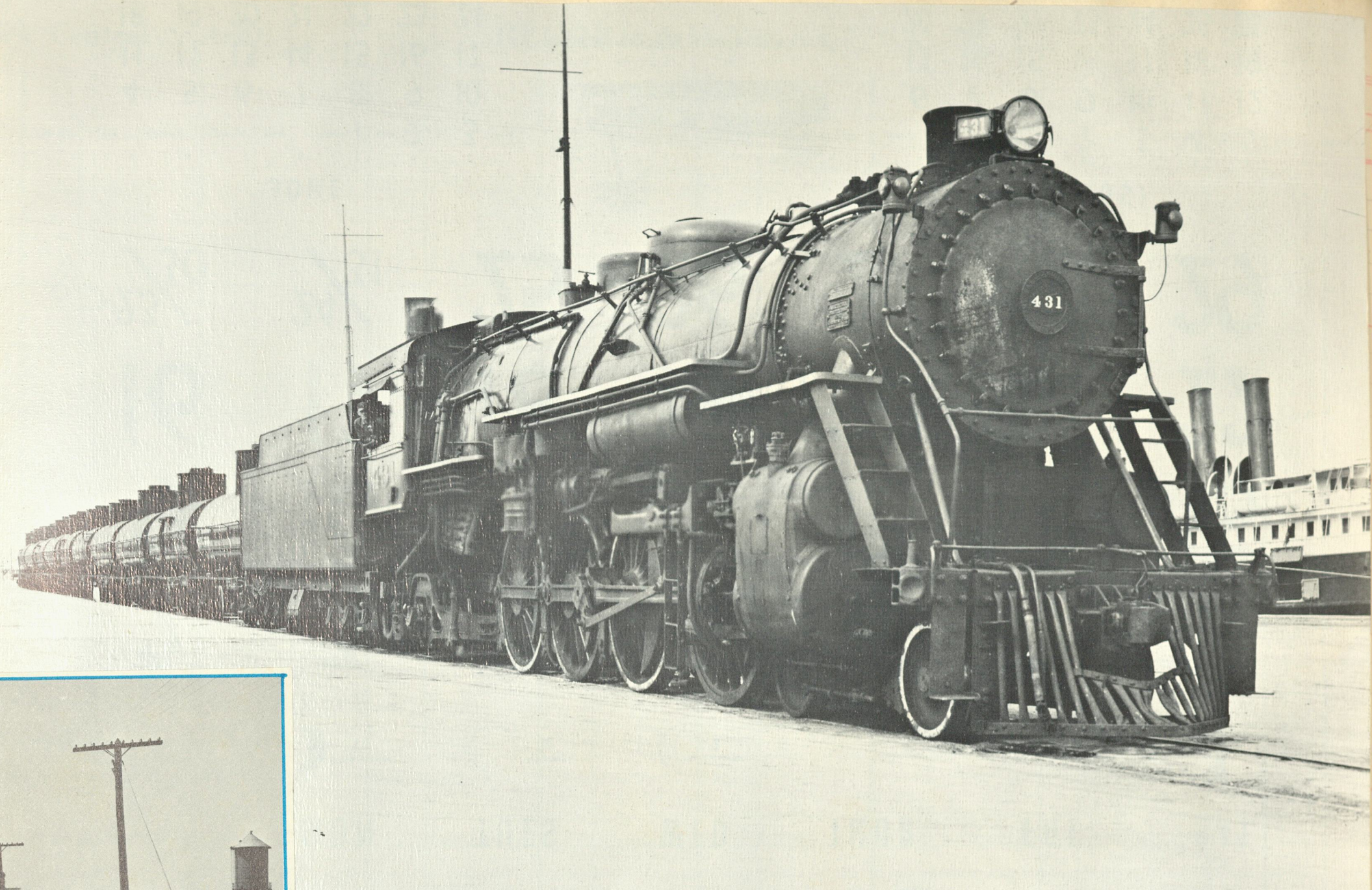
167

Yo

Amount

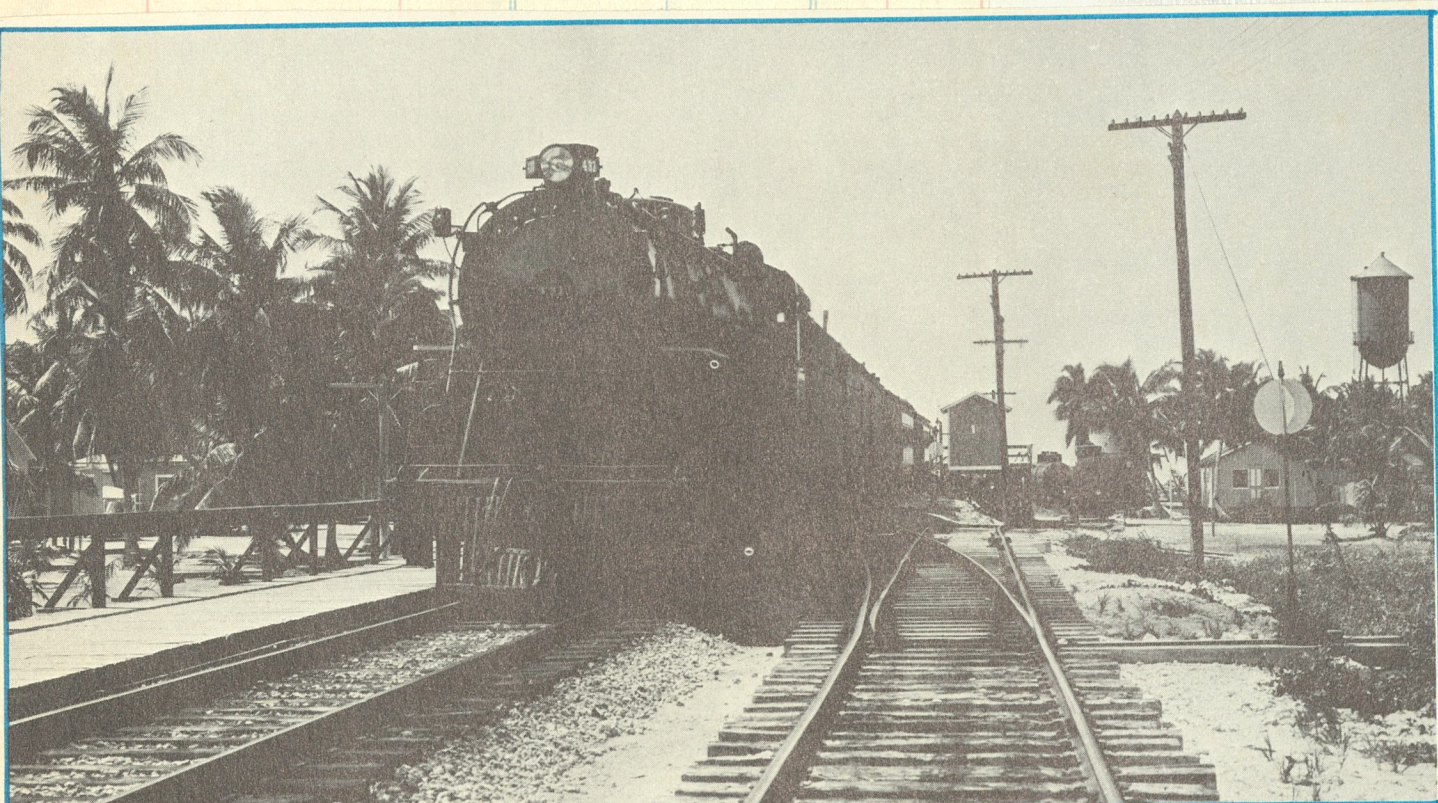


The swing span on Knight's Key bridge

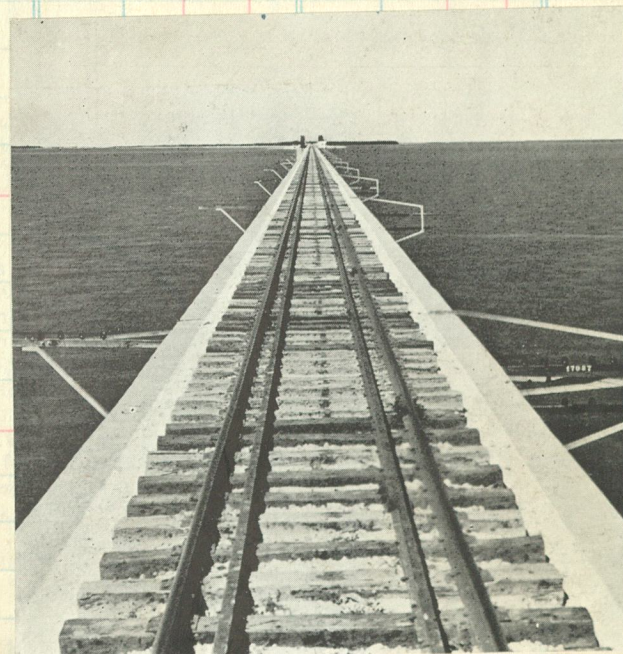


Florida East Coast 431, a 4-8-2, with water cars on the pier at Key West, Fla. March 1932

FEC photo from Seth Bramson collection



Florida East Coast Railway Train northbound No. 76, "THE HAVANNA SPECIAL" at Long Key, Florida, in March 1932.



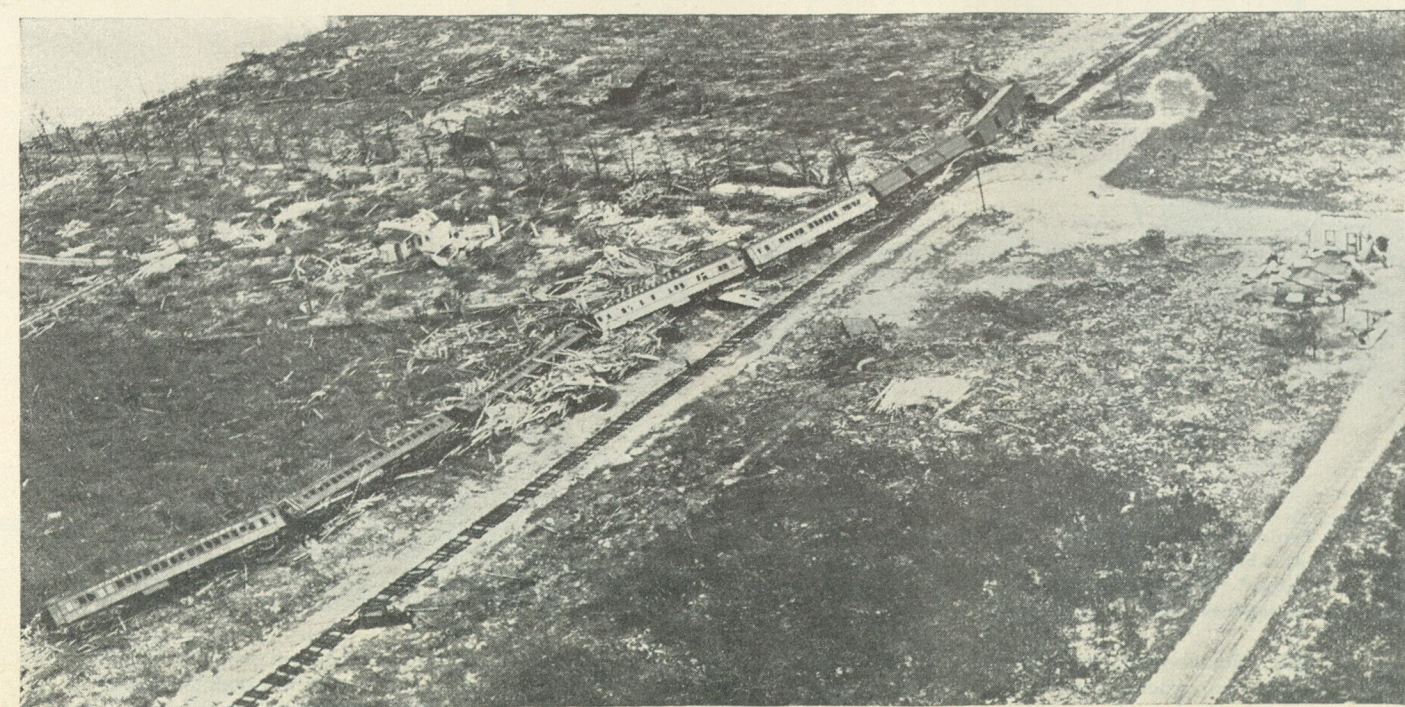
Islamorada

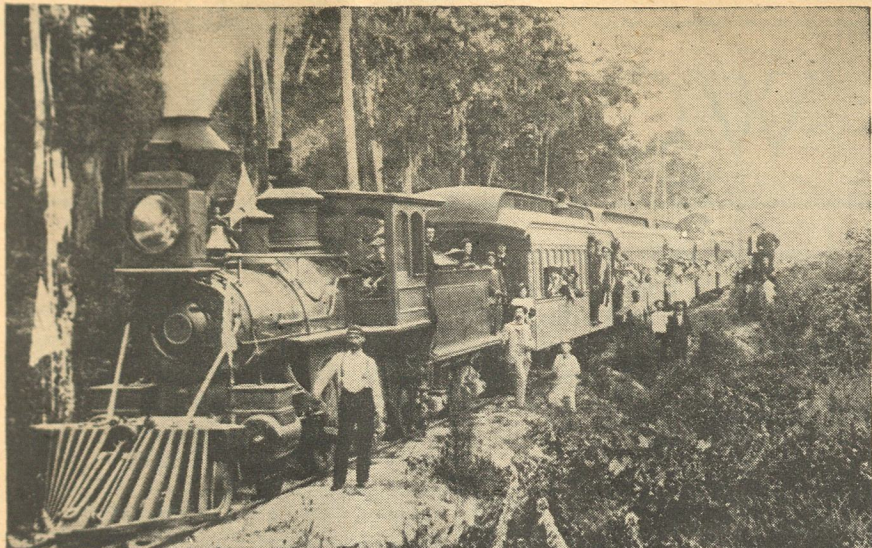
Windley's Island



The severe hurricane that swept thru the Keys on Sept 2, 1935 destroyed the Key West extension.

Left..A relief train that never made it

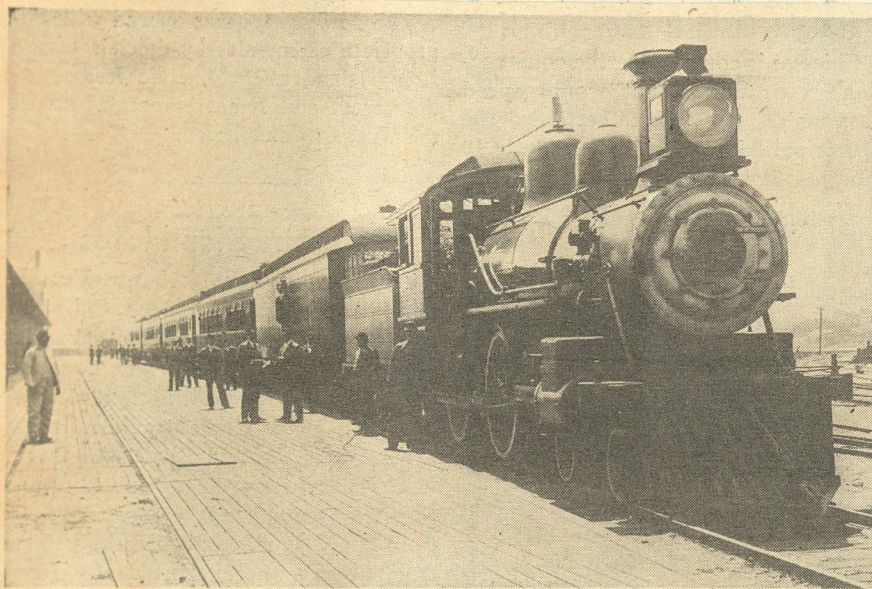




EXCURSION TRAIN BETWEEN ST. AUGUSTINE AND JACKSONVILLE, FLA., IN THE EARLY 80's

This train was on the narrow gauge track of a road which was later changed to standard gauge width and became a part of the Florida East Coast Railway between Jacksonville and Miami.

Jacksonville, St Augustine & Halifax River. Engine, possibly, former Toledo, Cincinnati & St Louis #68 built by Grant 1882 c/n 1522. Was repossessed, rebt by the Cleveland, Delphos & St Louis, and sold to J.StA. & H.R. in Dec 1885.



FLORIDA EAST COAST LINE'S ENGINE #6 LEAVING ST. AUGUSTINE, FLA., MARCH 20, 1901

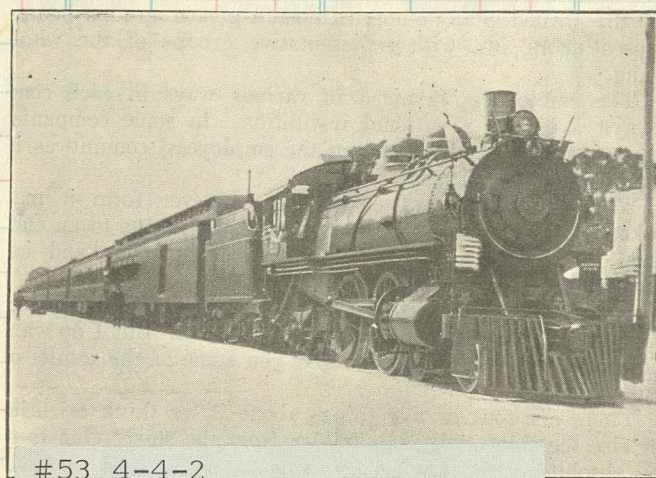
#6 was blt by Schenectady 1898 c/n 4920

St. Johns & Halifax RR., now part of FEC system.

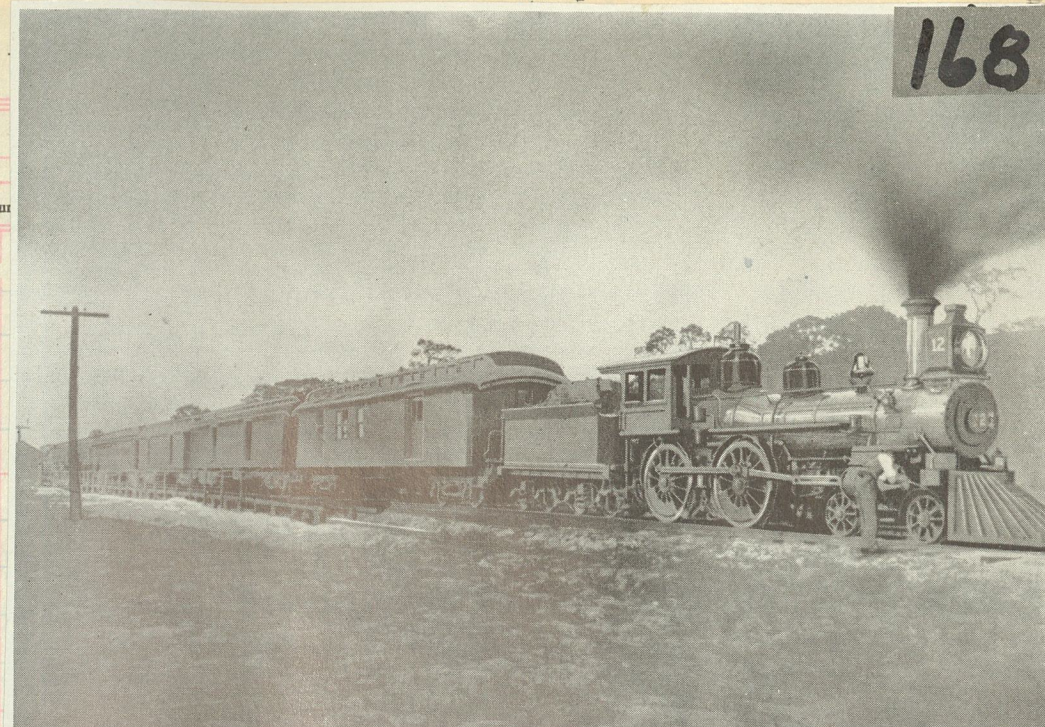
This bit of tropical wilderness was Daytona Beach in 1886. The narrow gauge SJ&H, 50 miles long, connected Daytona Beach with Rollstown (now East Palatka). The engine, *Bulow*, was built by Baldwin (1888).



StJ&HR "Bulow" blt by Baldwin 1886 c/n 8054. To J.StA. & H.R. #3. Last as CPdeFC Yucatan #1



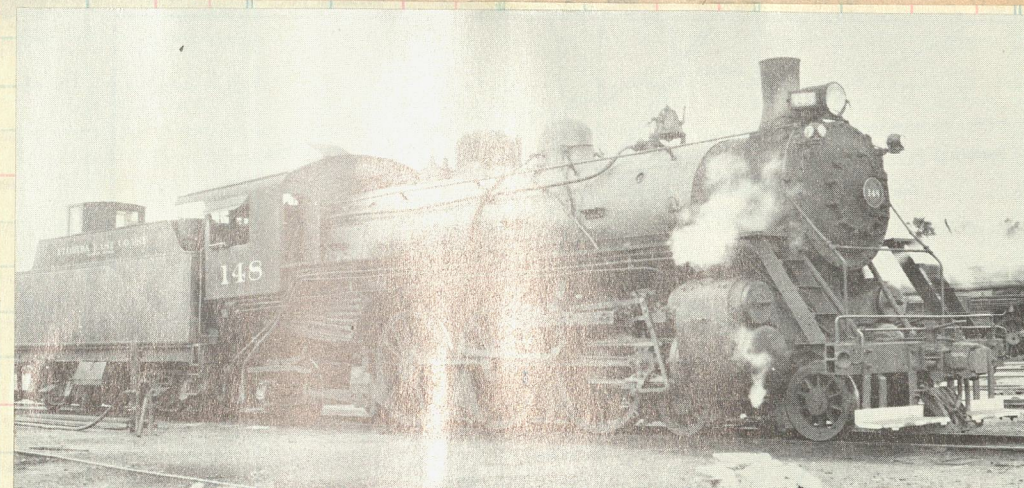
#53 4-4-2 Schenectady 1904 c/n 28420
A Spick-and-Span Locomotive at the Head of President Harding's Special Train on the Florida East Coast



First Florida East Coast train into Miami: 1896.

Miami in 1896 was as new as the railroad at that point. Founded by Flagler as another of a chain of Winter resorts and complete with its Flagler Hotel, Miami had a population of 5000 exactly six years later.

#12 was blt in 1892 at Schenectady, c/n 3930, as Jacksonville, St Augustine & Halifax River #12, to J.StA. & I.R. #12 then as F.E.C. #12 in 1895.



In 1920 Schenectady delivered ten Pacifics noed 141-150 c/n 61769

17001-17500
Built 1920

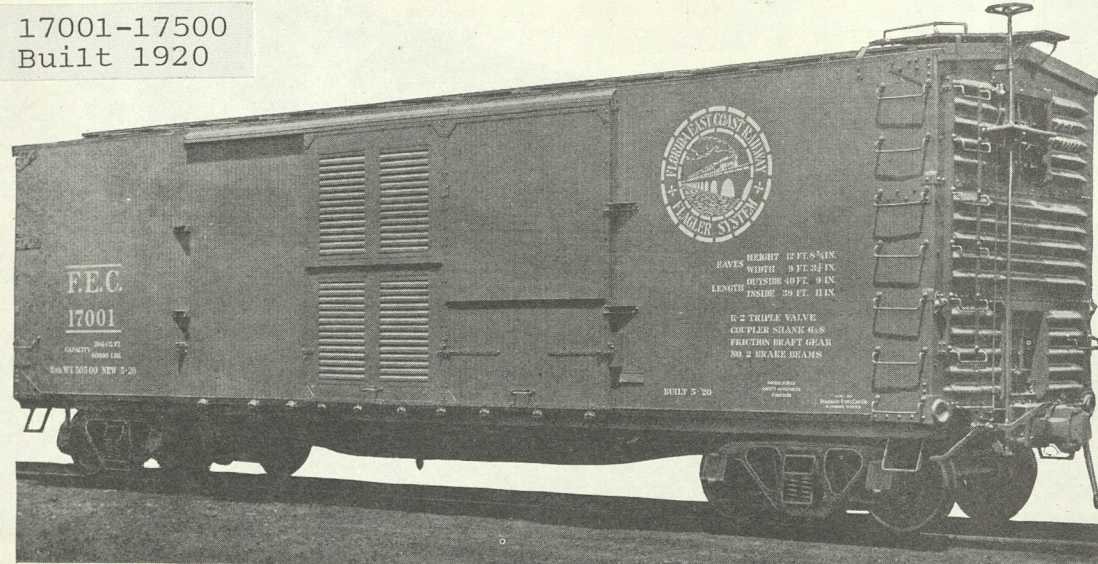
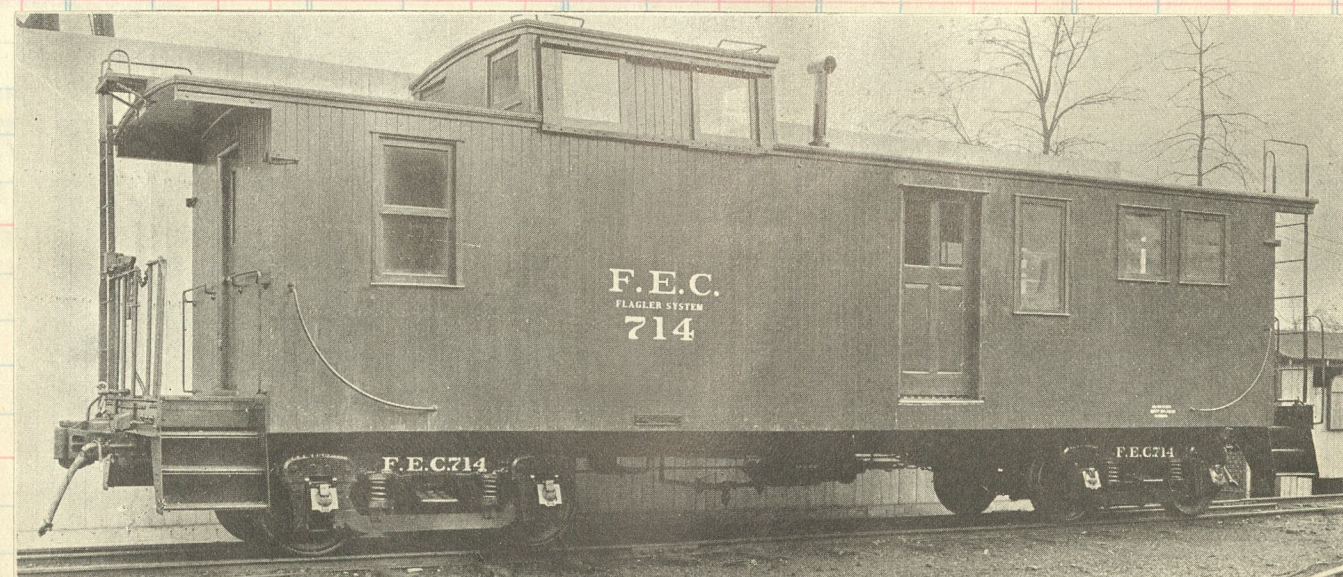


Fig. 16—Ventilated Box Car of Composite Construction, Built by the Standard Steel Car Company



701-720

Magor Car Corp.

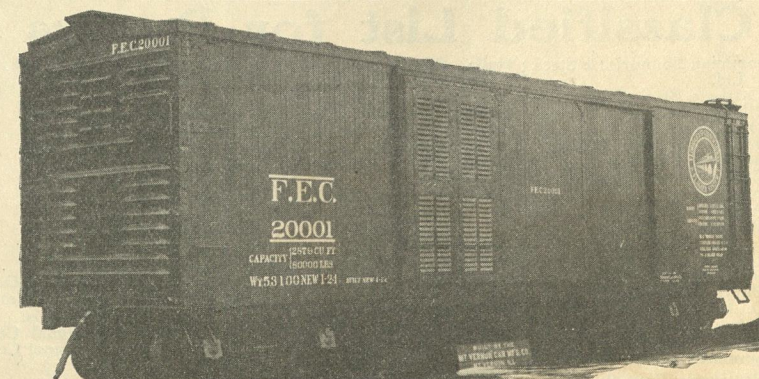
1925

20001-20400
Built 1924



40-Ton Capacity Double Sheathed Box Car.

Capacity
10,000 Cars,
150,000
Wheels,
20,000 Tons
Forgings
Per Annum



Steel and
Wood Freight
Cars of Every
Description.
Car Wheels,
Forgings

NEW REPAIR SHOP
WITH COMPLETE
MECHANICAL
FACILITIES

MT. VERNON CAR MANUFACTURING COMPANY
MT. VERNON, ILL.

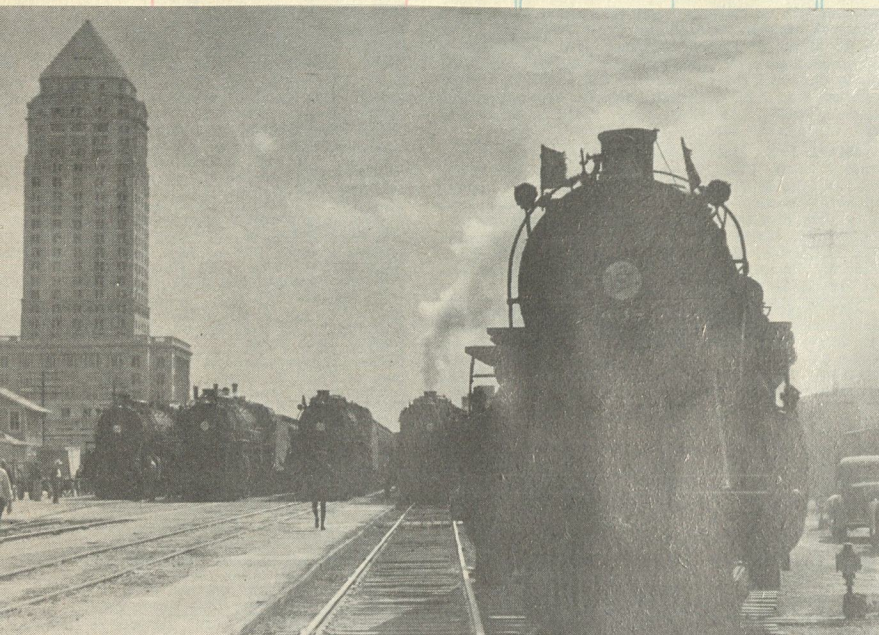
...WANTED...

Experienced locomotive engineers, who can qualify under standard operating rules and who are in good physical condition, with vision 20/20 (with or without glasses) may spend several months in Florida's unequalled winter sunshine, between November and May, by writing

C. L. Beals,
General Superintendent,
Florida East Coast Railway Company,
St. Augustine, Florida.

for employment this winter. Applicants should give their experience and present employment. Engineers who cannot hold regular runs during the winter months on their home roads, or who are holding firing jobs, are particularly desired as they will have the opportunity of accumulating seniority rights on the Florida East Coast Railway without impairing their rights at home, until the time arrives they may decide to permanently continue their railroad service in Florida's balmy climate, on a double-tracked railroad, equipped with automatic block signals, oil burning steam locomotives and Diesel-electric passenger service engines. Unless you can qualify under the conditions stated above, and can present certificate of availability under the regulations of the War Manpower Commission, please do not apply.

1944

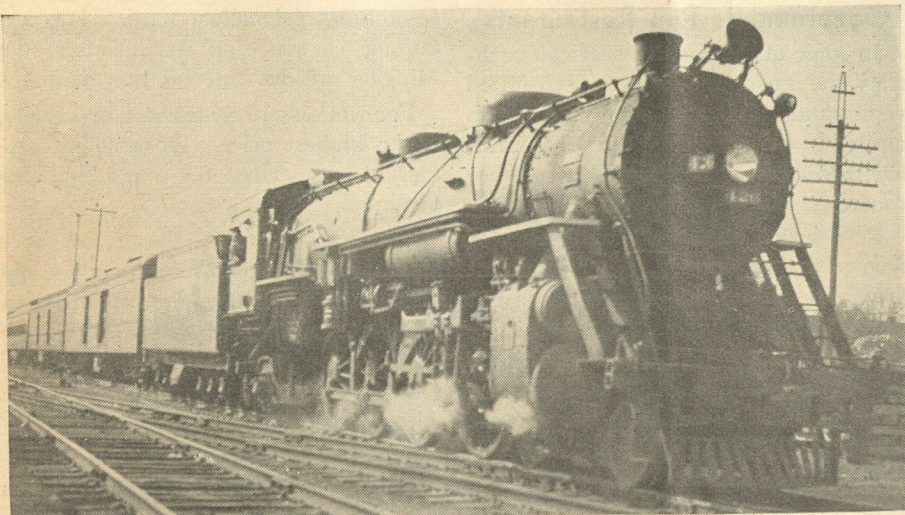


R. B. Holt.

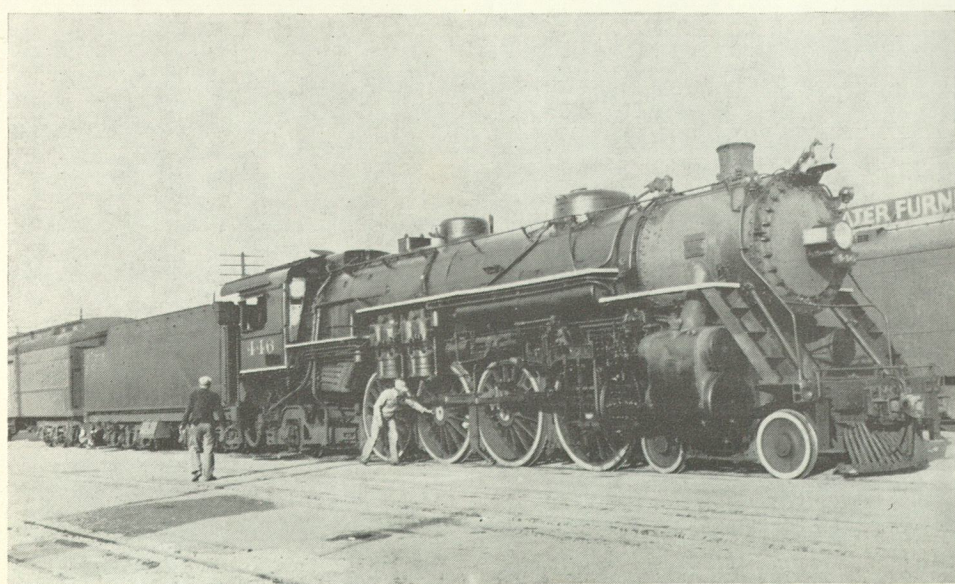
DADE COUNTY courthouse looms imposingly over FEC steam at Miami, Fla., in 1936.



W. R. Hicks



THE VACATIONER PULLING OUT OF MIAMI, FLA.



William Monypeny

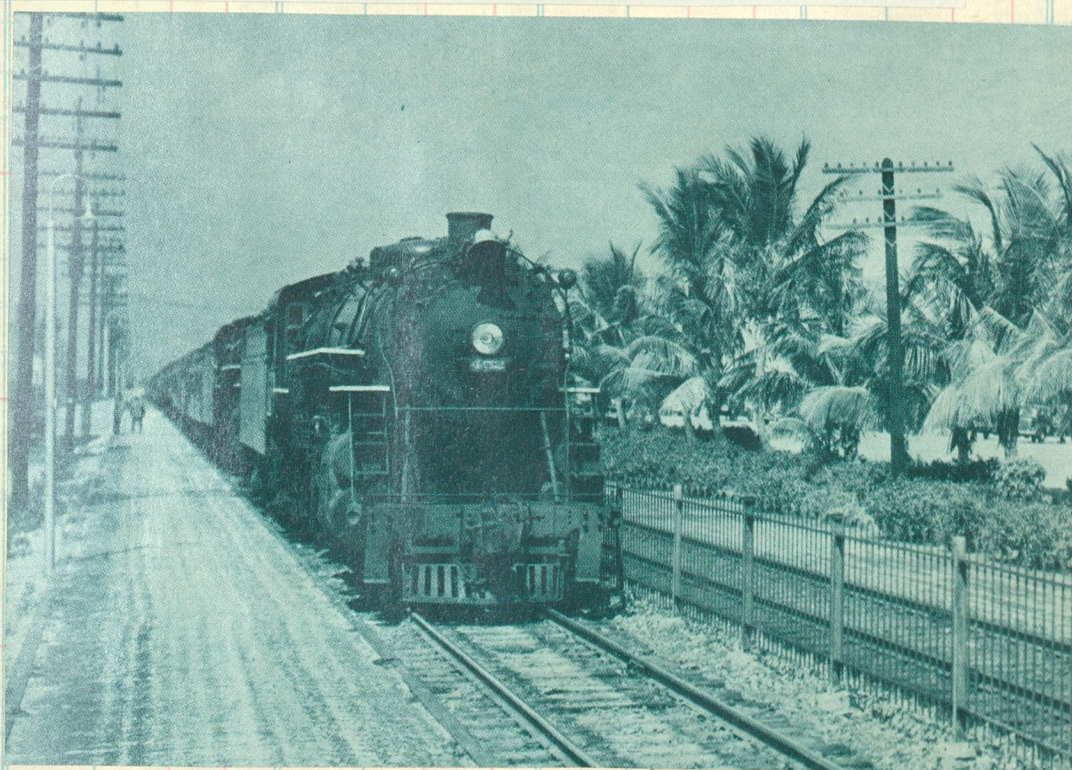
Alco-built Mountain 446 prepares to take 2, the East Coast Champion, out of Miami one day in 1939.



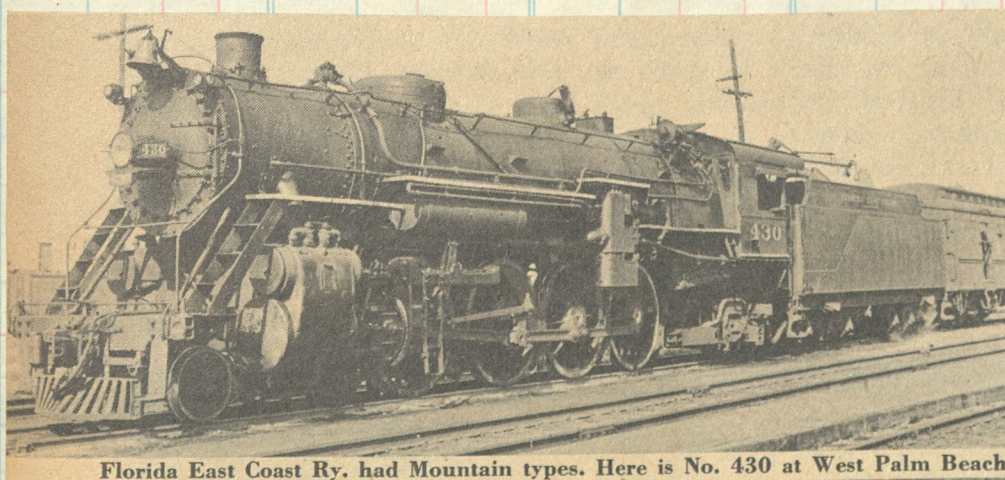
Courtesy Florida East Coast.

Traffic of the boom period required double track.

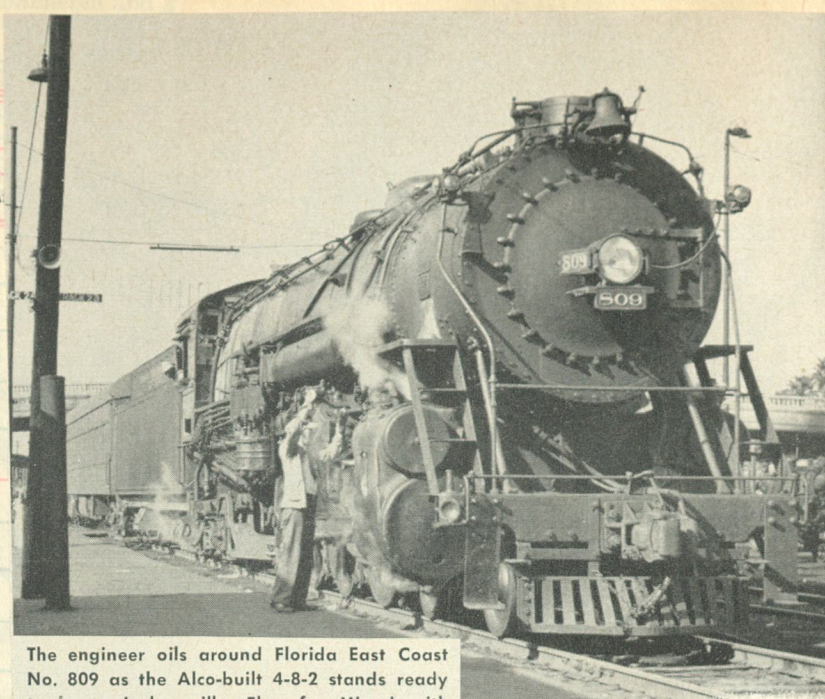
In the early twenties it was found that the single-track main line was incapable of handling the traffic, so the line was double-tracked from Jacksonville to Miami, and automatic block signals were installed. Today this double-track line is needed only for the heavy flow of tourist traffic during Winter months.



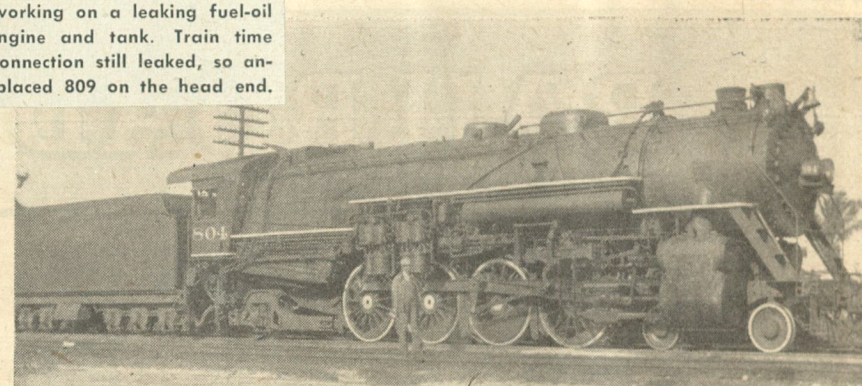
Trn #88 ready to depart Hollywood, 1938



Florida East Coast Ry. had Mountain types. Here is No. 430 at West Palm Beach.



The engineer oils around Florida East Coast No. 809 as the Alco-built 4-8-2 stands ready to leave Jacksonville, Fla., for Miami with train No. 31, now discontinued. No. 809 never made the run that day; unseen in the picture are mechanics working on a leaking fuel-oil line between engine and tank. Train time came and the connection still leaked, so another engine replaced 809 on the head end.



FLORIDA EAST COAST RAILWAY'S ENGINE 804 AT WEST PALM BEACH, FLA.

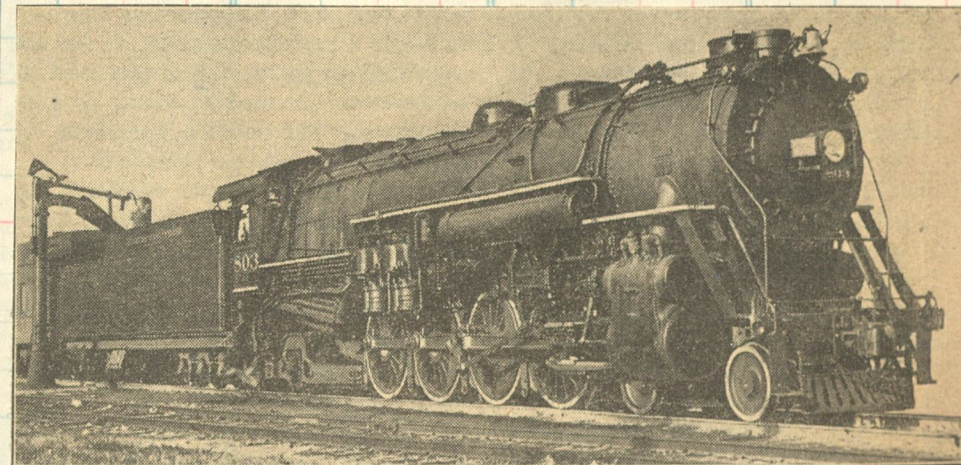
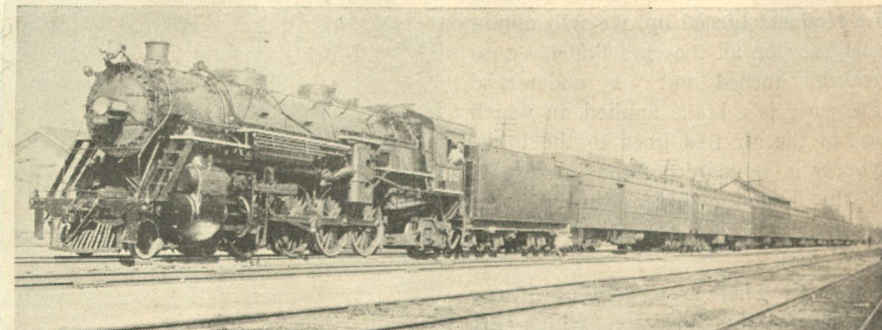
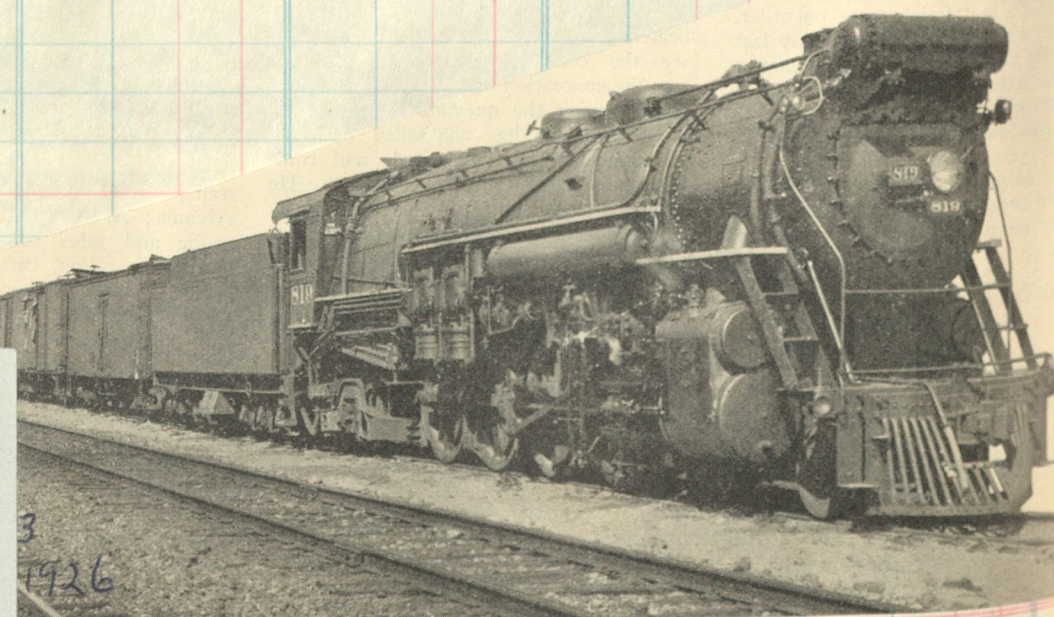


Photo by George S. Campbell, 619 Biscayne Drive, West Palm Beach, Fla.
New Modern Power on the Florida East Coast Railway: No. 803, with 28x30-Inch Cylinders, 69-Inch Drivers and 200 Pounds Boiler Pressure



J. B. Allen

LOCOMOTIVE 442, FLORIDA EAST COAST RAILROAD, PULLING MIAMIAN AT NEW SMYRNA, FLA.



On this and the next page the following engines were sold in 1945 to the National of Mexico:-

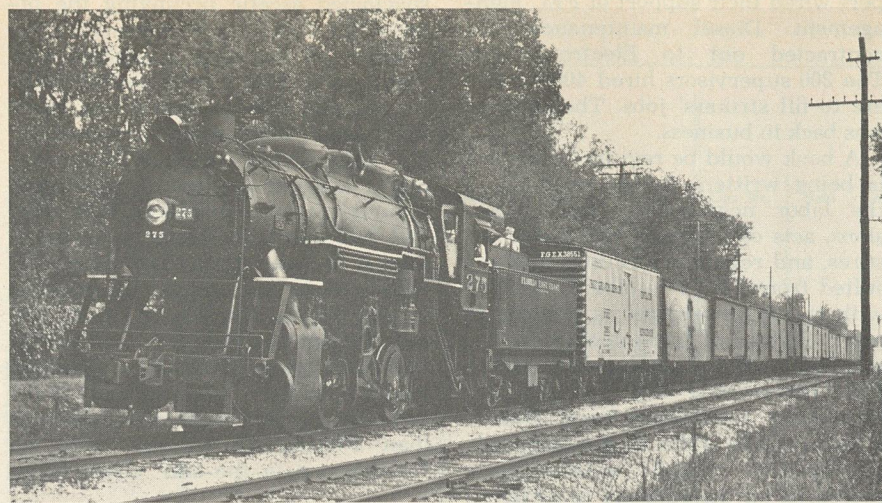
FEC to NdeM	FEC to NdeM	FEC to NdeM
421 3314	442 3303	446 3307
426 3317	444 3305	447 3308
		452 3313

Clos. No.



FLORIDA EAST COAST ENGINE 436
AT HOLLYWOOD, FLA.

ss. No.



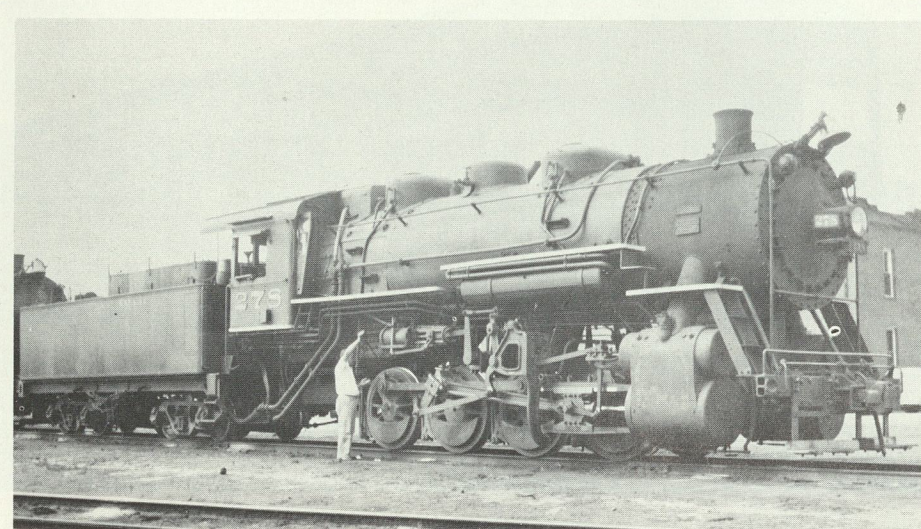
William J. Hosa Jr.

The 275 with a string of reefers on a
transfer run south of Jaxville.

274-279

Richmond 1926

c/n 66762



Vollrath Collection

An 0-8-0 switcher gets a squirt of oil before going about its shunting chores at Bowden, Fla. in May 1952. This engine and its eleven sisters were built in 1926 by Richmond Locomotive Works and featured 25 x 28 cylinders, 51" drivers, carried steam pressure of 175 psi with 51,000 lbs. of tractive effort and weighed 218,000 lbs.

No. 71—THE MIAMIAN. Daily.

Dining Cars. Serve all meals.
Lounge-Observation Car. (M-5). New York to Miami
Sleepers. (M-1). New York to Miami—10-Sec., 2-Compt.,
1-D.R.
(M-2). New York to Miami—6-Sec., 6-Dbl.
Bedrms.
(M-3). New York to Miami—6-Compt., 3-D.R.
(M-4). New York to Miami—10-Sec., 2-Compt.,
1-D.R.
(R-61). Washington to Miami—10-Sec., 2-
Compt., 1-D.R.
(M-6). New York to Thomasville—10-Sec., 2-
Compt., 1-D.R. (Fri. and Tue., be-
ginning Jan. 3. Will operate in "Fla-
rida Arrow" between Jacksonville
and Thomasville.)

No Coaches.

THE MIAMIAN THE TRAIN OF SOCIETY

THE MIAMIAN

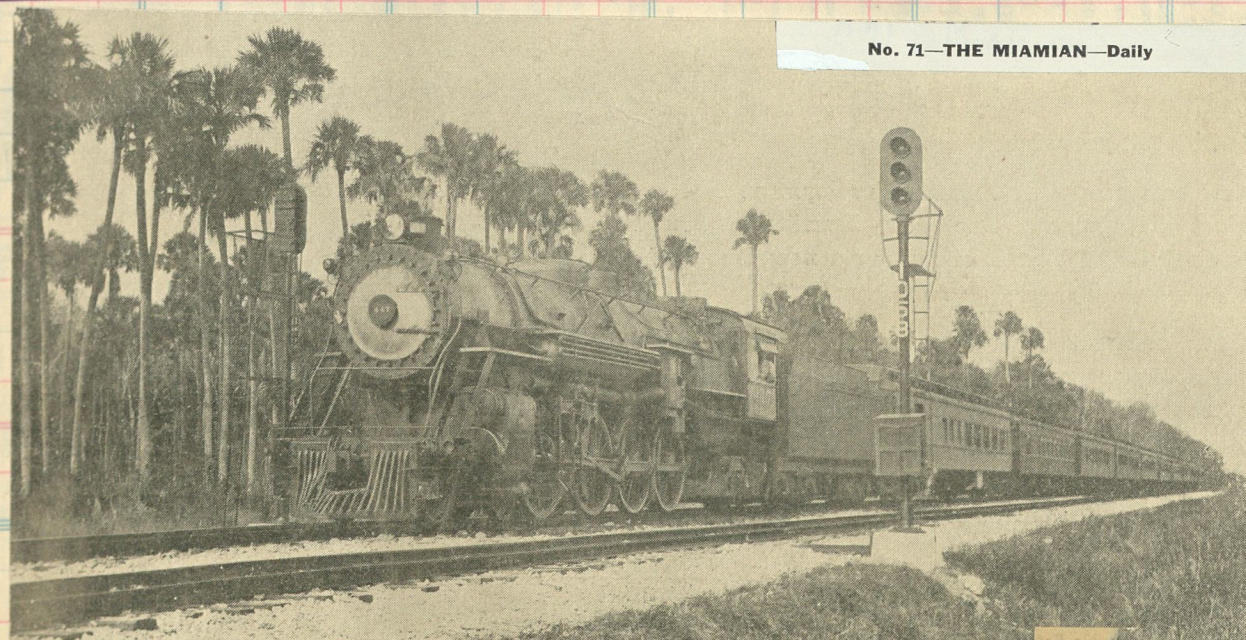


Aero-Graphic Corp., courtesy Realart Studios.

Where the Florida East Coast Railway gets its name.

Here is an FEC train en route along the shores of Hobe Sound. In the far distance is the Atlantic Ocean, which the railroad parallels from St. Augustine to South Miami, never more than a few miles from the shore. The 13-car train in the photo is typical of passenger trains on the line during the tourist season.

No. 71—THE MIAMIAN—Daily

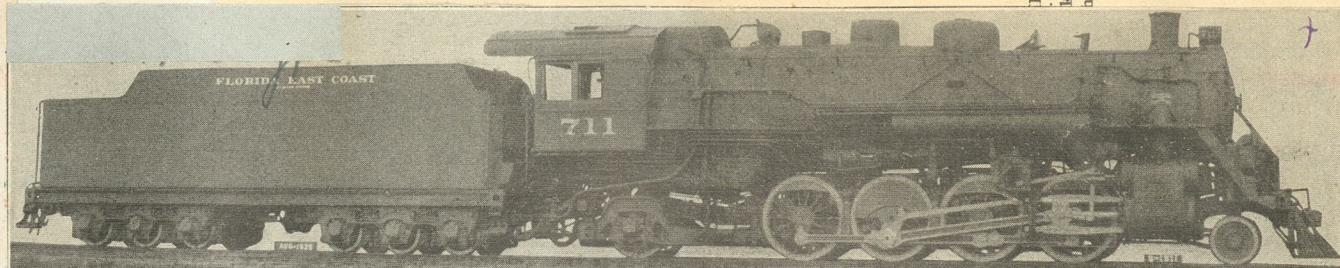


Majestic #447 strikes a pose for the photographer with
Trn #71, ninecars of first class passengers, just south
of Ormond

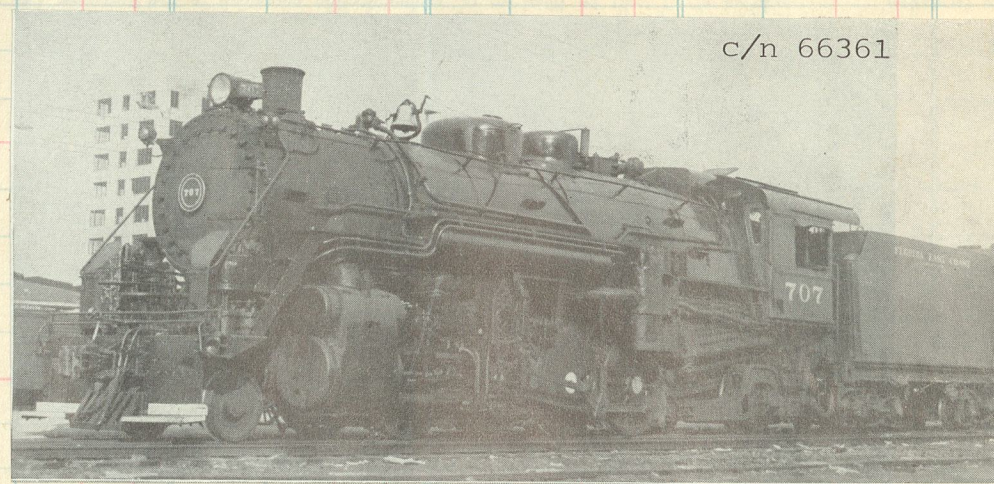
ERE
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170

No. Sold Amount



c/n 66361

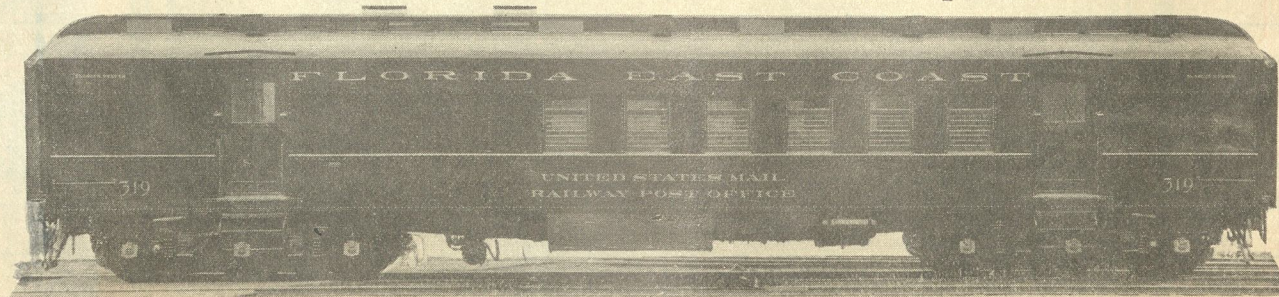


The only Mikes on the FEC were fifteen, 701-715, from
Schenectady 1925

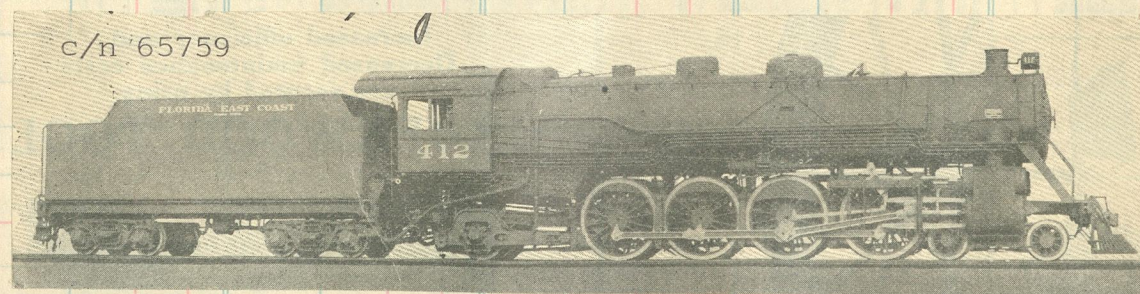
The 444 handles the air as she
sets a blazing pace thru the
Florida terrain.



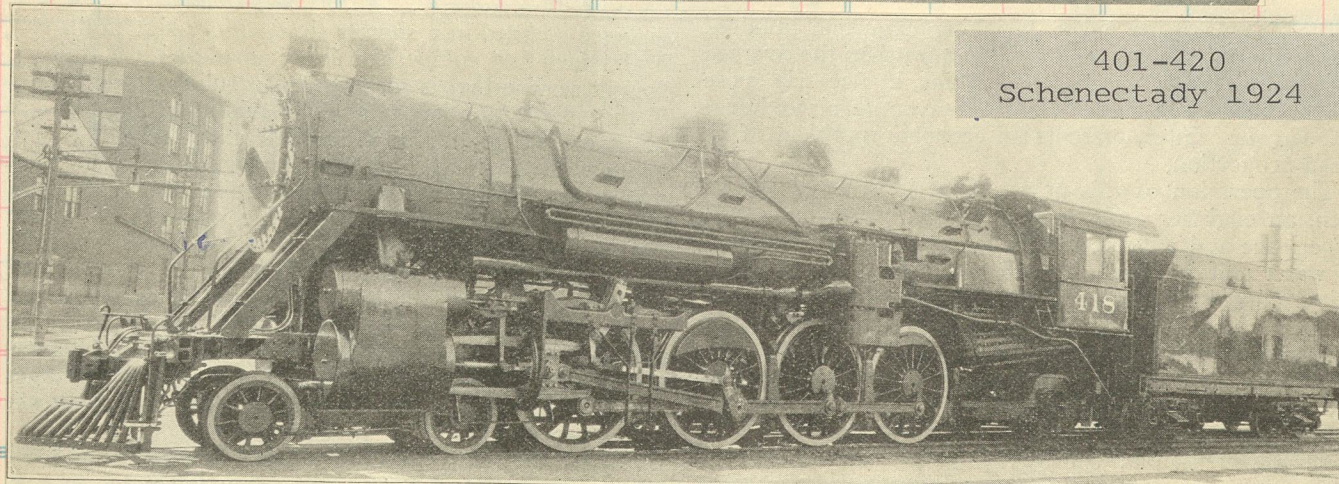
blt by Pullman 1925



c/n 65759

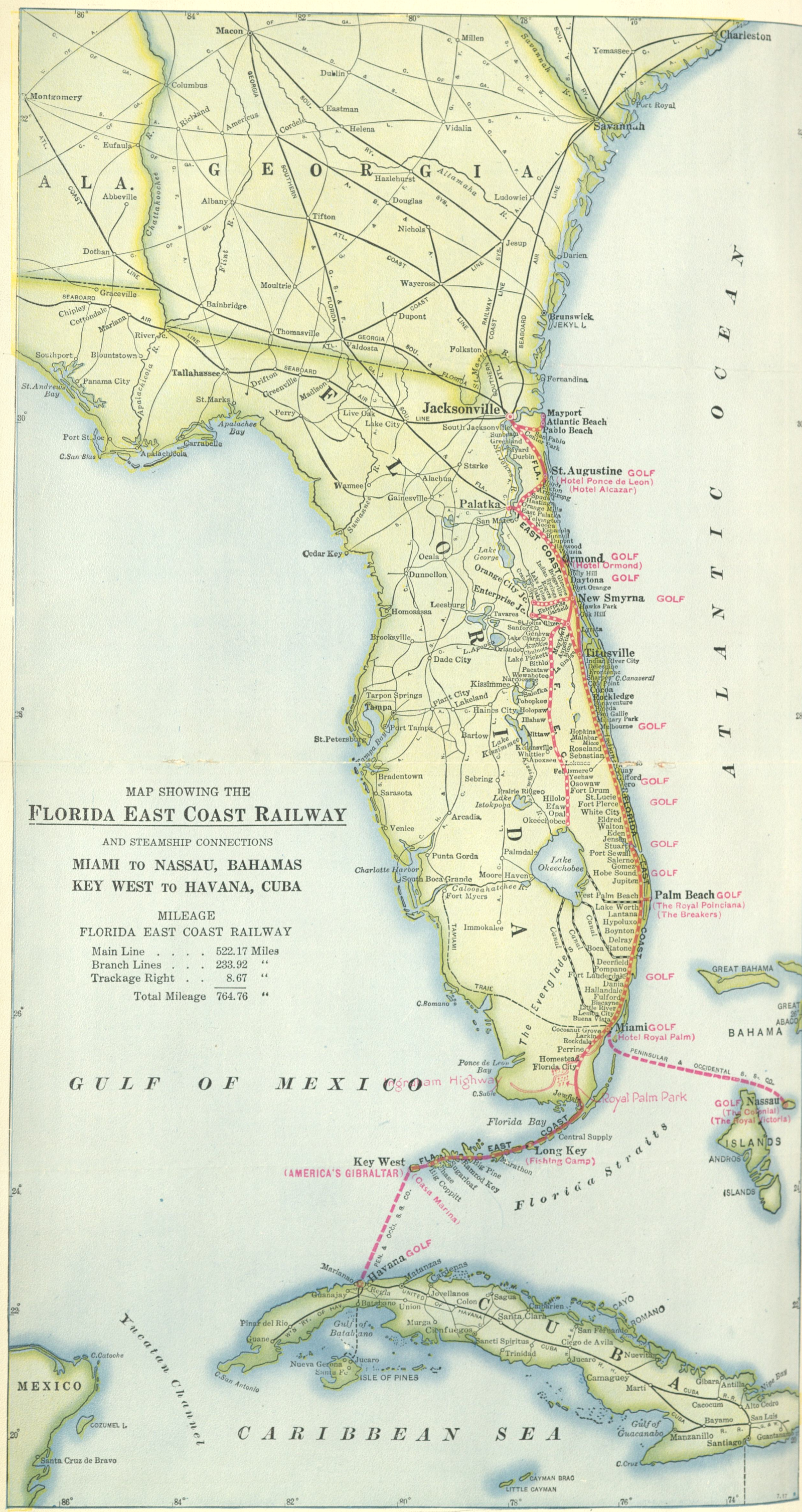
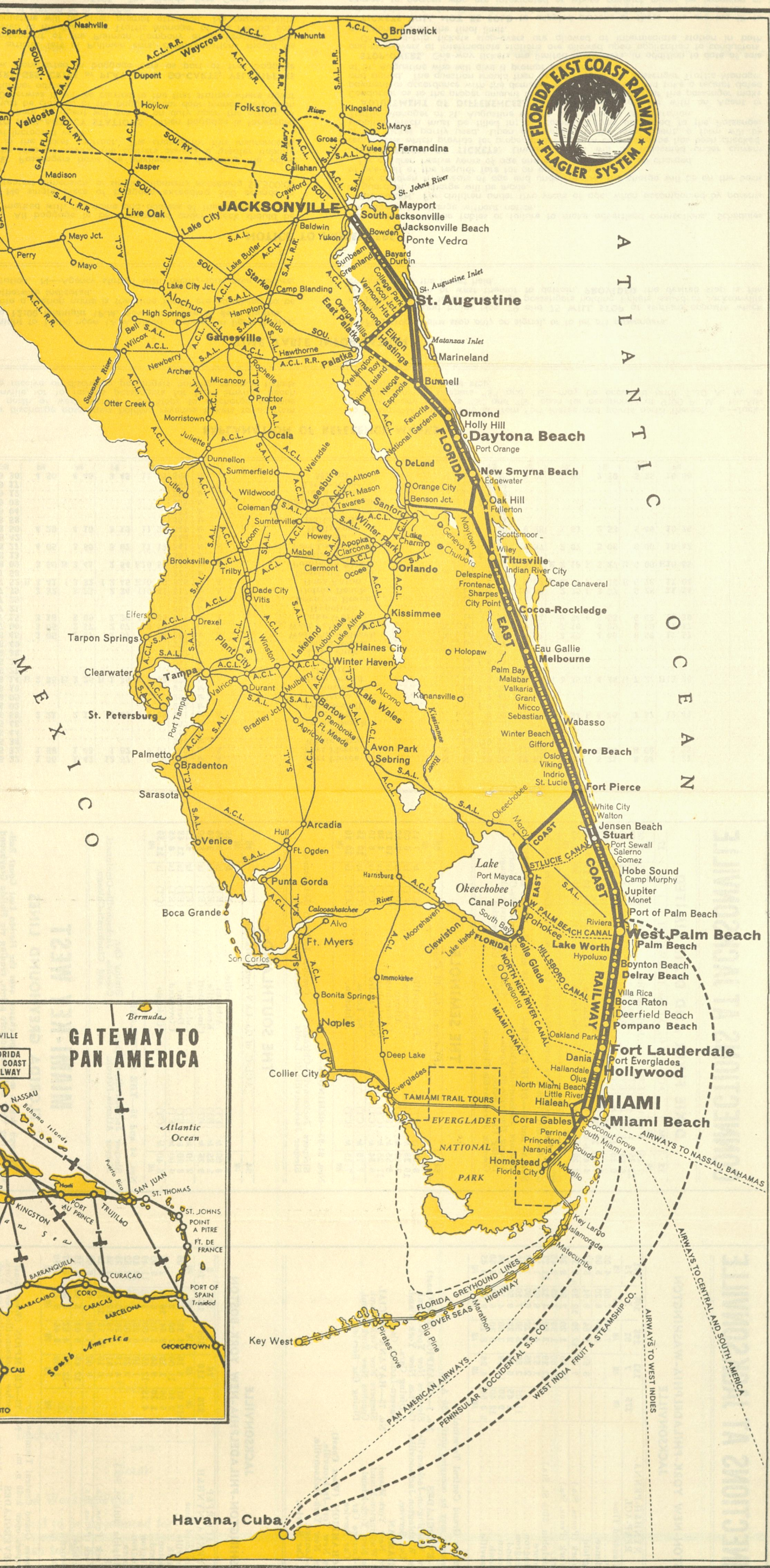


401-420
Schenectady 1924

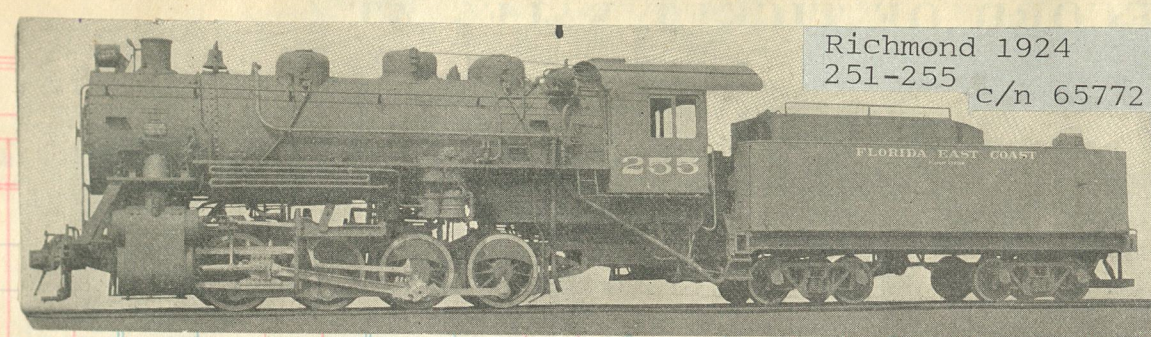


Florida East Coast Ry. Mountain Type Passenger Locomotive Built by the American Locomotive Co.

All twenty engines [401-420] were repossessed by equipment trust and
resold in 1936 at an average \$12,500 each. Ten went to Western Pacific
(#412 became W.P. #178), three to Western of Alabama (#418 to WofA #187),
five to the StL-SW and two to A.B. & C.



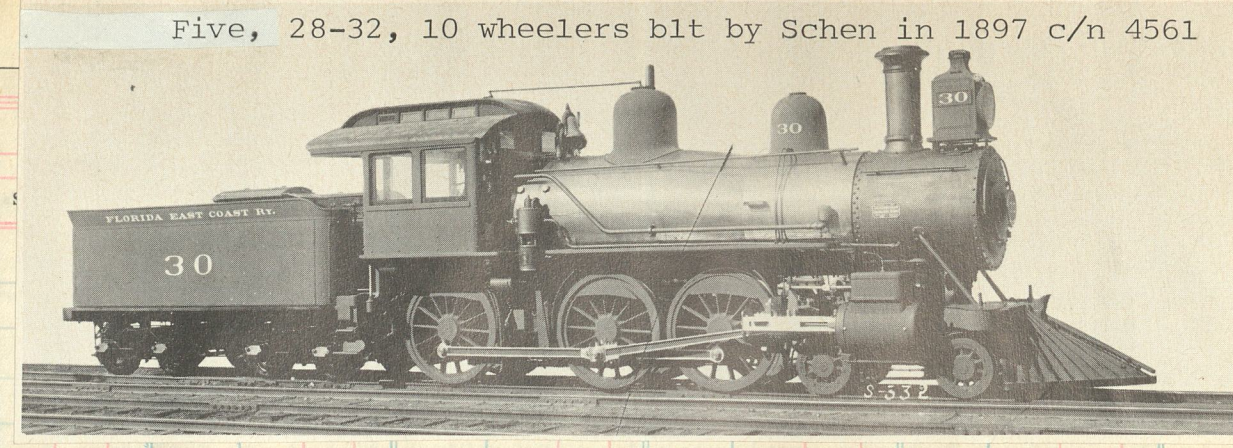
Clos. No. Sold



Richmond 1924
251-255 c/n 65772

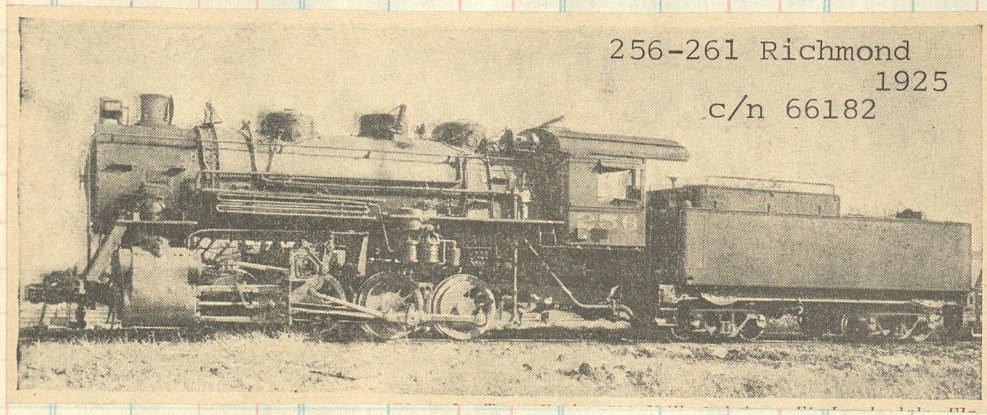
All were recalled by equipment trust in 1936
#255 was resold to the Illinois Terminal

Clos. No. Sold

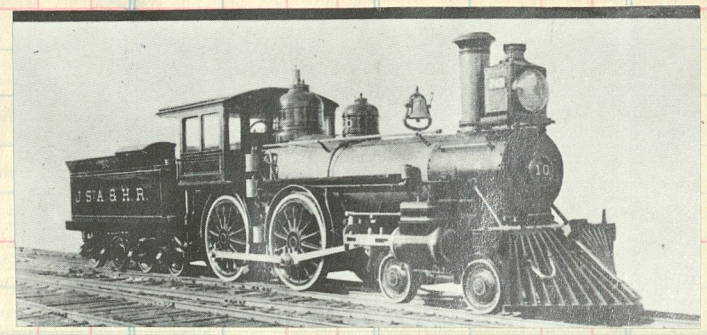


Five, 28-32, 10 wheelers b1t by Schen in 1897 c/n 4561

Sold Amount Clos. No. Sold Amount



256-261 Richmond
1925 c/n 66182



Jacksonville, St Augustine & Halifax
River #10. Schenectady 1892 c/n 3640

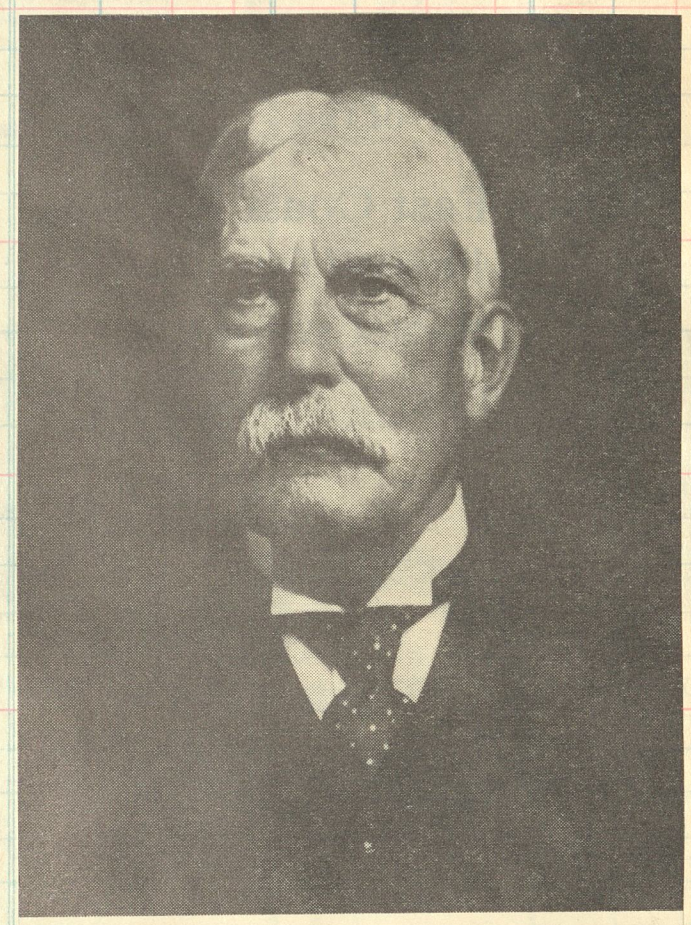


All dressed up in a holiday attire of blue and
orange with silver striping, JT's No. 20
latches onto a Florida East Coast diner. This
Porter-built switcher now burns Bunker C oil.

Jaxville Term.



Eng #80 b1t at Schenectady 1910 c/n 46567
Sold to Savannah & Atlanta #750 in 1935 and
is still active



HENRY MORRISON FLAGLER
January 2, 1830—May 20, 1913

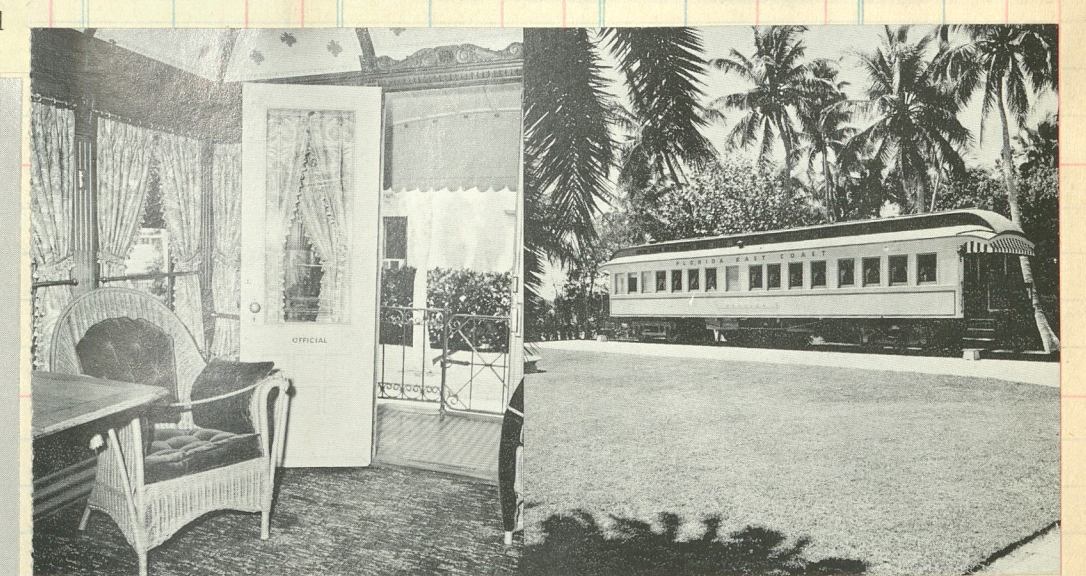
Builder of the Florida East Coast Railway,
Flagler System Hotels and associated enter-
prises. Pioneer of the East Coast of Florida.



Pacific 148 leaves Jacksonville with Florida East Coast Train 51, bound for Mayport on August 1, 1932.

Otto C. Perry/Gerald M. Best collection

141-150 c/n 61769 Richmond 1920
#148 is still active, see clip on inside back cover.



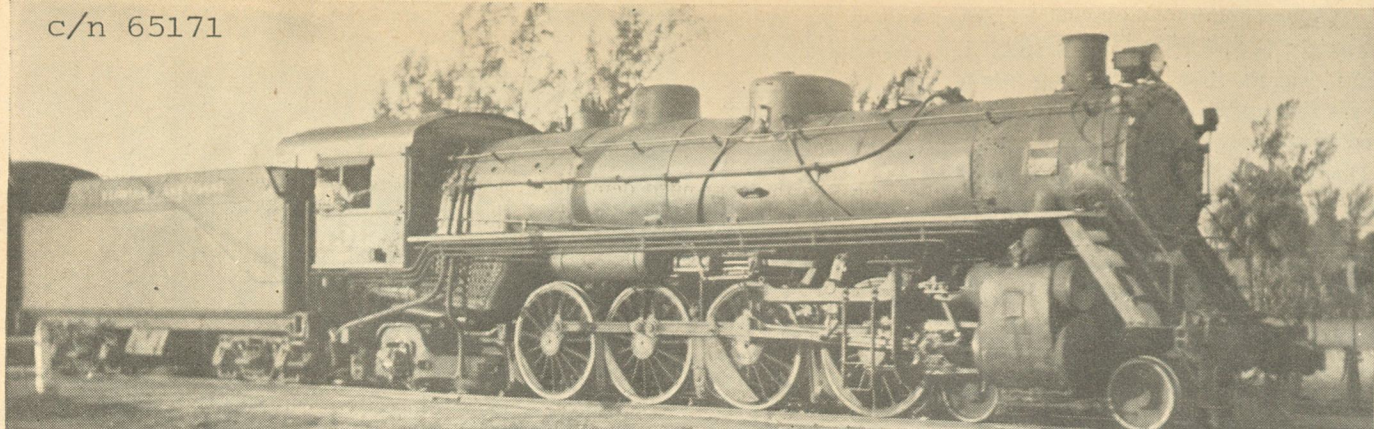
Henry Flagler's private car "Rambler"
B1t by Jackson & Sharp 1886

1937-38 Season

PONCE DE LEON	St. Augustine
Mr. B. R. Howe, Manager	
Opens January 8th, 1938; Closes April 4th, 1938	
AMERICAN PLAN	
HOTEL ORMOND	Ormond Beach
Mr. A. N. Chase, Manager	
Opens January 1st, 1938; Closes April 4th, 1938	
AMERICAN PLAN	
THE BREAKERS	Palm Beach
Mr. John W. Greene, Manager	
Opens December 15th, 1937; Closes April 15th, 1938	
AMERICAN PLAN	
CASA MARINA	Key West
Mr. Peter Schutt, Manager	
Opens December 25th, 1937; Closes April 1st, 1938	
(Family style from December 1st to opening date)	
AMERICAN PLAN	

**FLORIDA EAST COAST
HOTEL COMPANY**
FLAGLER SYSTEM
New York Office: 2 West 45th Street

c/n 65171



FLORIDA EAST COAST LOCOMOTIVE 313, PHOTOGRAPHED AT WEST PALM BEACH, FLA.

H. L. Kitchen

The initial 4-8-2's on the F.E.C. were delivered by Richmond in 1923 noed 301-315.

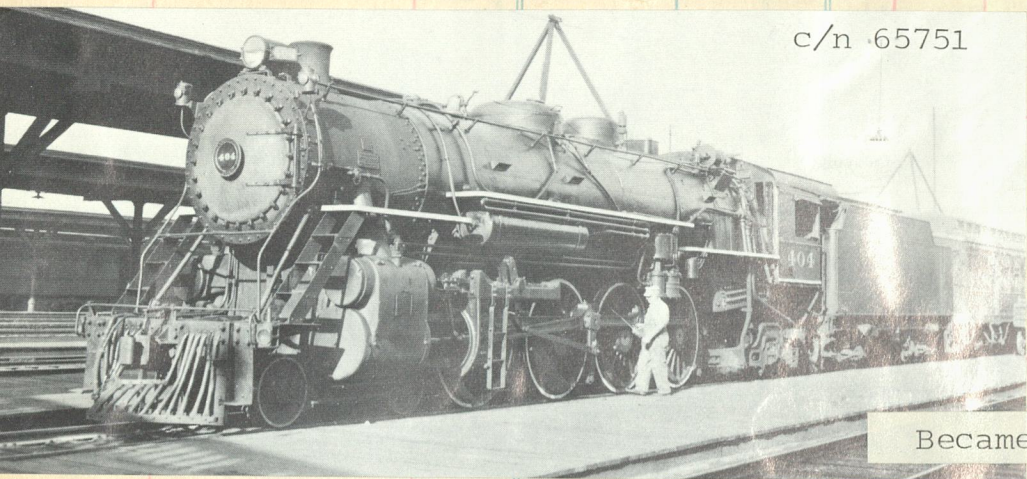
#303 at Ft Pierce



Clos. No. Sold

Sold Amount Clos. No. Sold Amount

c/n 65751



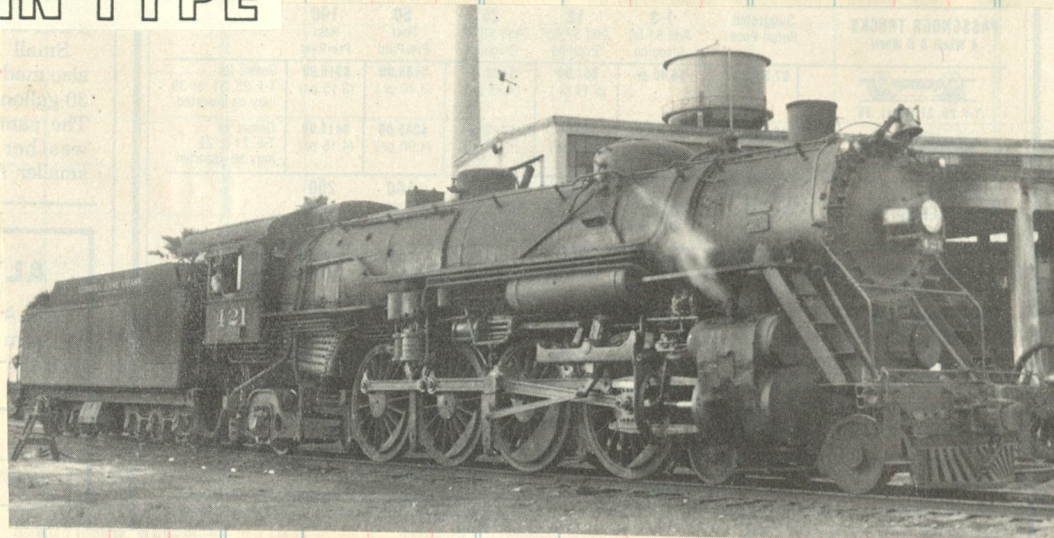
Became W.P. #172 in 1936

801-823 Schenectady 1926
c/n 66824

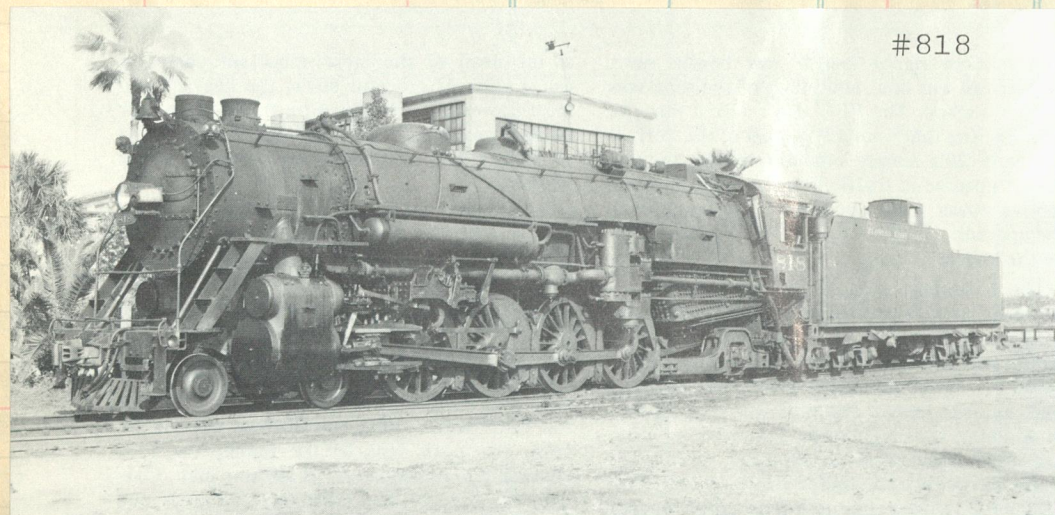


MOUNTAIN TYPE

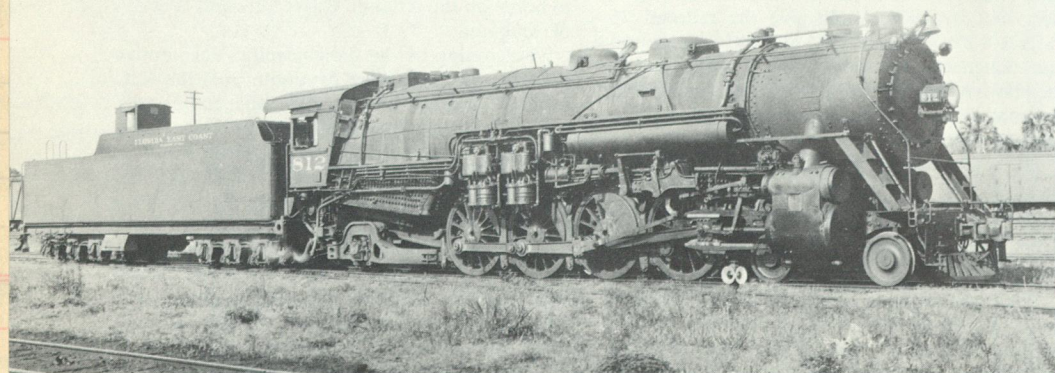
The next group was twenty supplied by Schenectady in 1924 noed 401-420



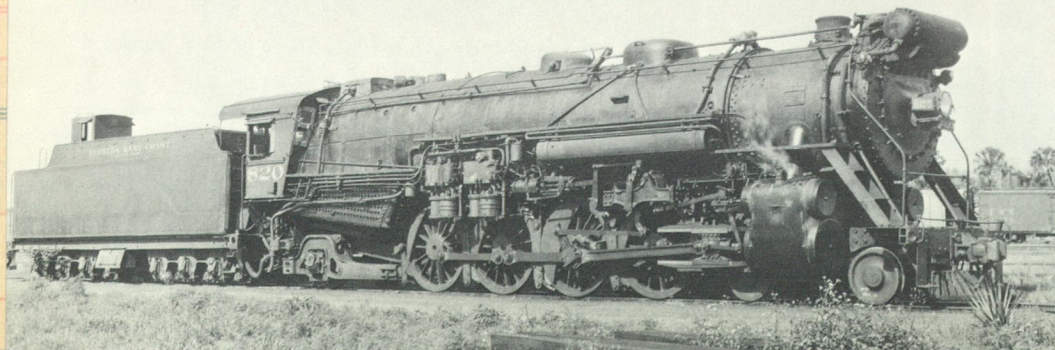
#818



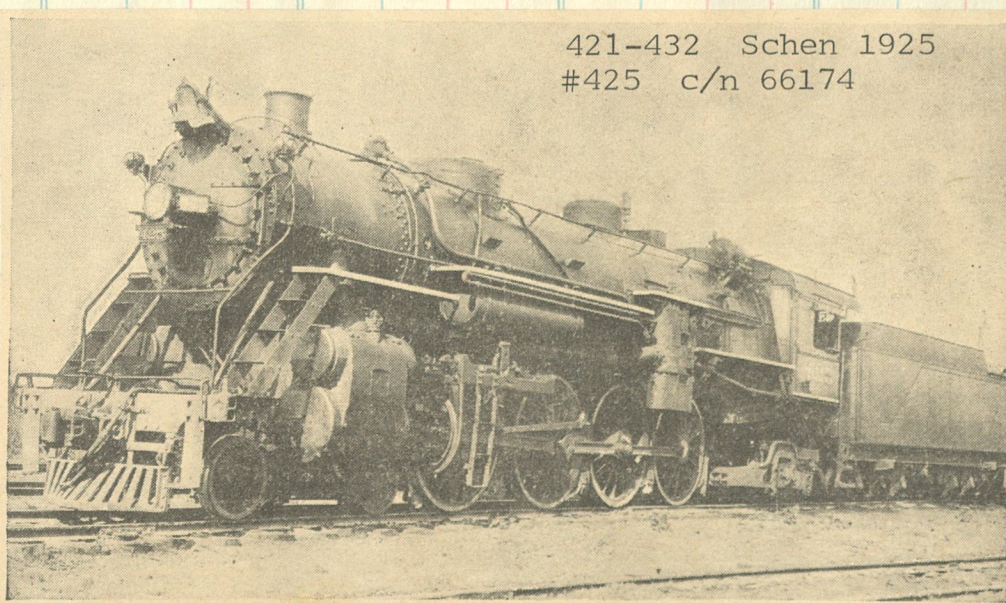
#812



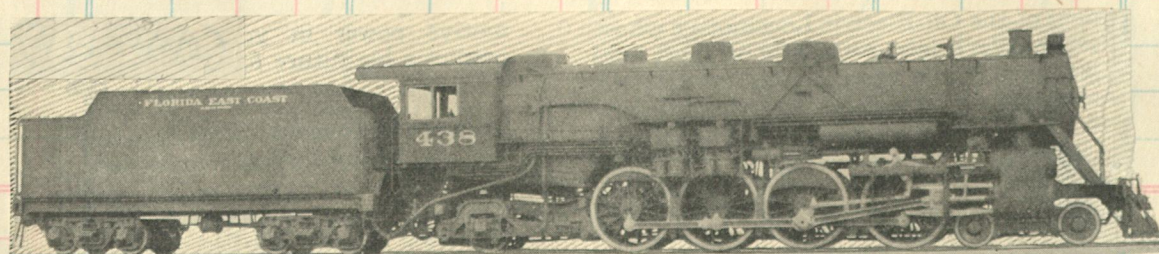
#820



421-432 Schen 1925
#425 c/n 66174

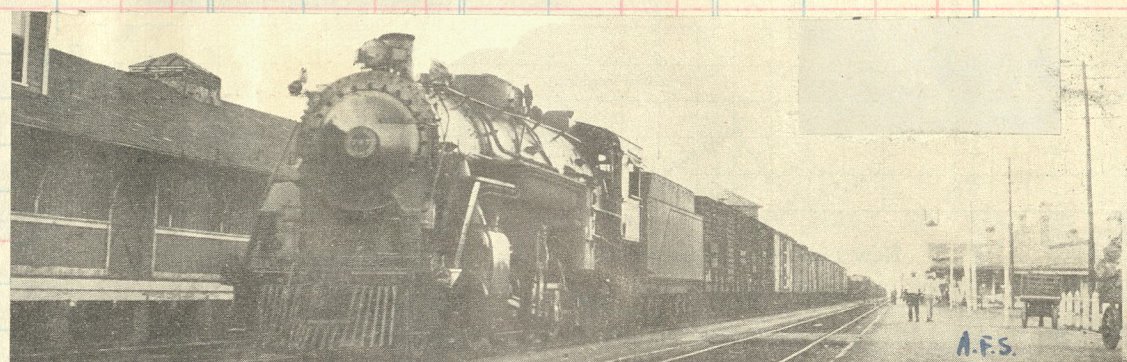
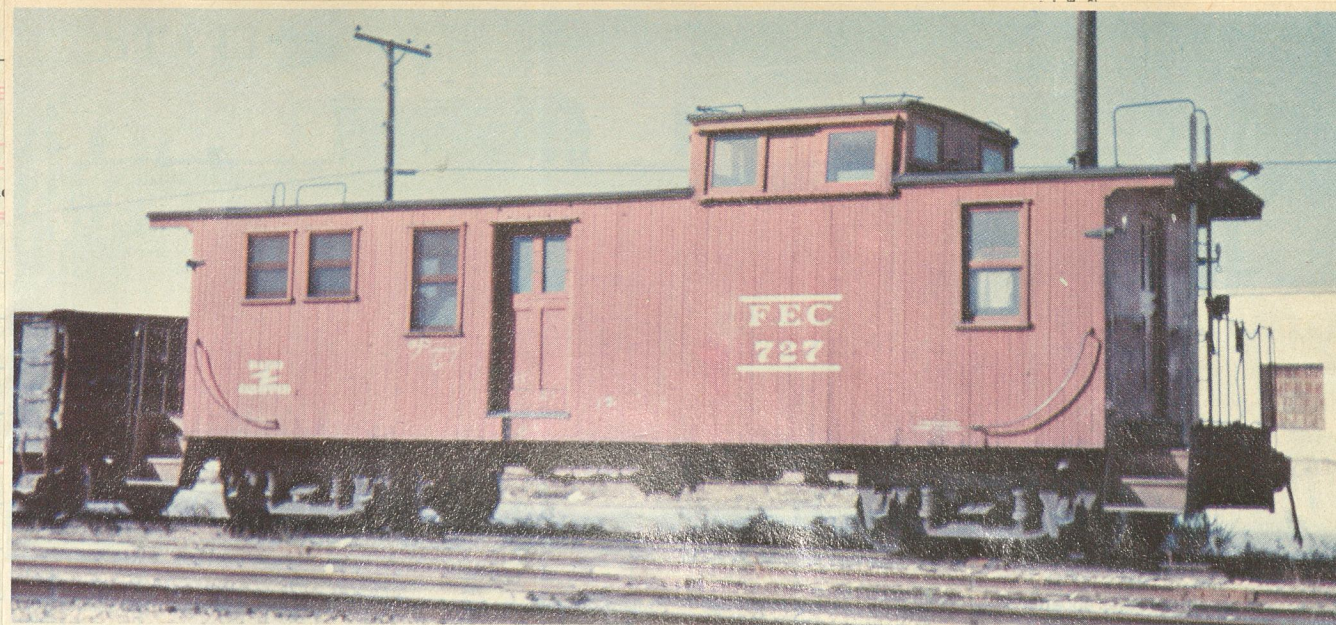
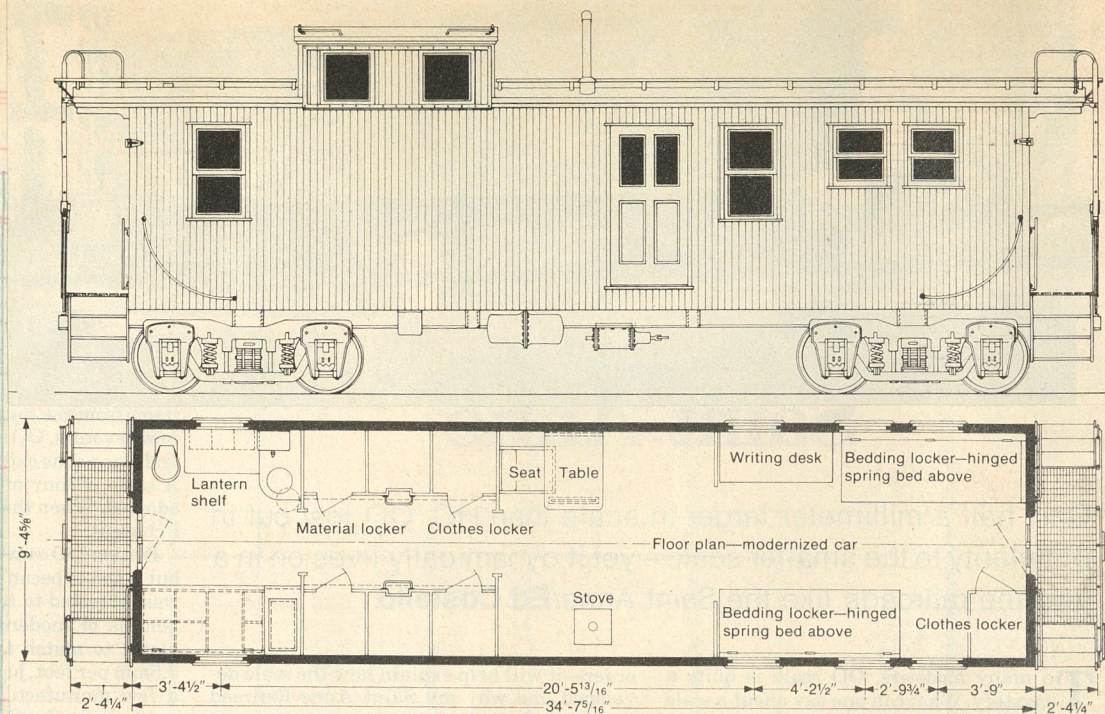


The third order was for an additional dozen, also from Schenectady, in 1925



Schenectady received a fourth order, again in 1925, for ten more noed 433-442. c/n 66456

Clos. No.	Sold	Amount	Clos. No.
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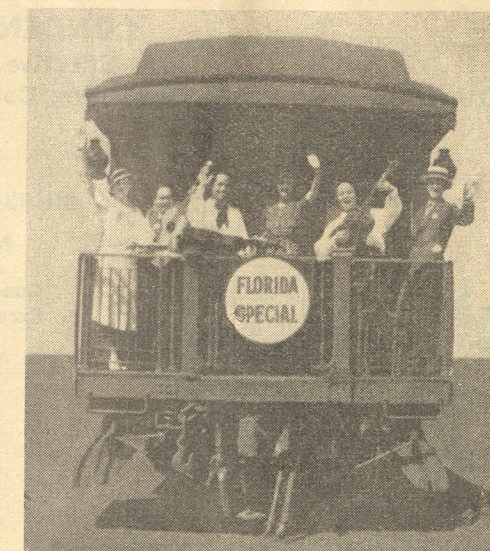


The 707 with a solid train of revenue



RETURNED TO GRANDEUR

The United States Sugar Corp., located in Clewiston, Florida, purchased the 153 from the F.E.C. in 1937 and employed by them until 1956 when she was retired. Shortly, on a request, she was donated to the Miami Historical Society and the University of Miami who restored her to active status. Was one of seven, 151-157, Pacifics [the last 4-6-2's for the F.E.C.] received from Schenectady in 1922. c/n 63261.



FLORIDA SPECIAL

51st Consecutive Season

27 hrs. 40 mins. New York-Miami
One Night Out

Beginning Jan. 2 from New York; Jan. 4 from Miami <i>1938</i>		
1:15 pm	Lv. New York	Ar. 4:35 pm
2:49 pm	Lv. North Philadelphia (Penna. Sta.)	Ar. 3:00 pm
2:59 pm	Lv. Philadelphia (30th St.)	Ar. 2:50 pm
4:33 pm	Lv. Baltimore (R.F.&P.)	Ar. 1:17 pm
5:25 pm	Lv. Washington (A.C.L.)	Ar. 12:15 pm
8:15 pm	Lv. Richmond (A.C.L.)	Ar. 9:30 am
9:10 am	Ar. Jacksonville	Lv. 8:50 am
9:25 am	Lv. Jacksonville (F.E.C.)	Ar. 8:35 pm
10:10 am	Ar. St. Augustine	Lv. 7:44 pm
11:02 am	Ar. Ormond	Lv. 6:45 pm
11:13 am	Ar. Daytona Beach	Lv. 6:37 pm
11:32 am	Ar. New Smyrna Beach	Lv. 6:18 pm
1:50 pm	Ar. Fort Pierce	Lv. 3:54 pm
3:12 pm	Ar. West Palm Beach	Lv. 2:30 pm
z4:13 pm	Ar. Fort Lauderdale	Lv. 1:36 pm
z4:24 pm	Ar. Hollywood	Lv. 1:26 pm
4:55 pm	Ar. Miami	Lv. 1:05 pm

(z) Stops only to discharge or receive passengers from or for Jacksonville and beyond.

RECREATION CAR, three-piece orchestra and hostess. Observation car and de luxe Pullman equipment, including bedroom, drawing room, compartment and section Pullman accommodations. Superior dining car service.

DEC 1937

175

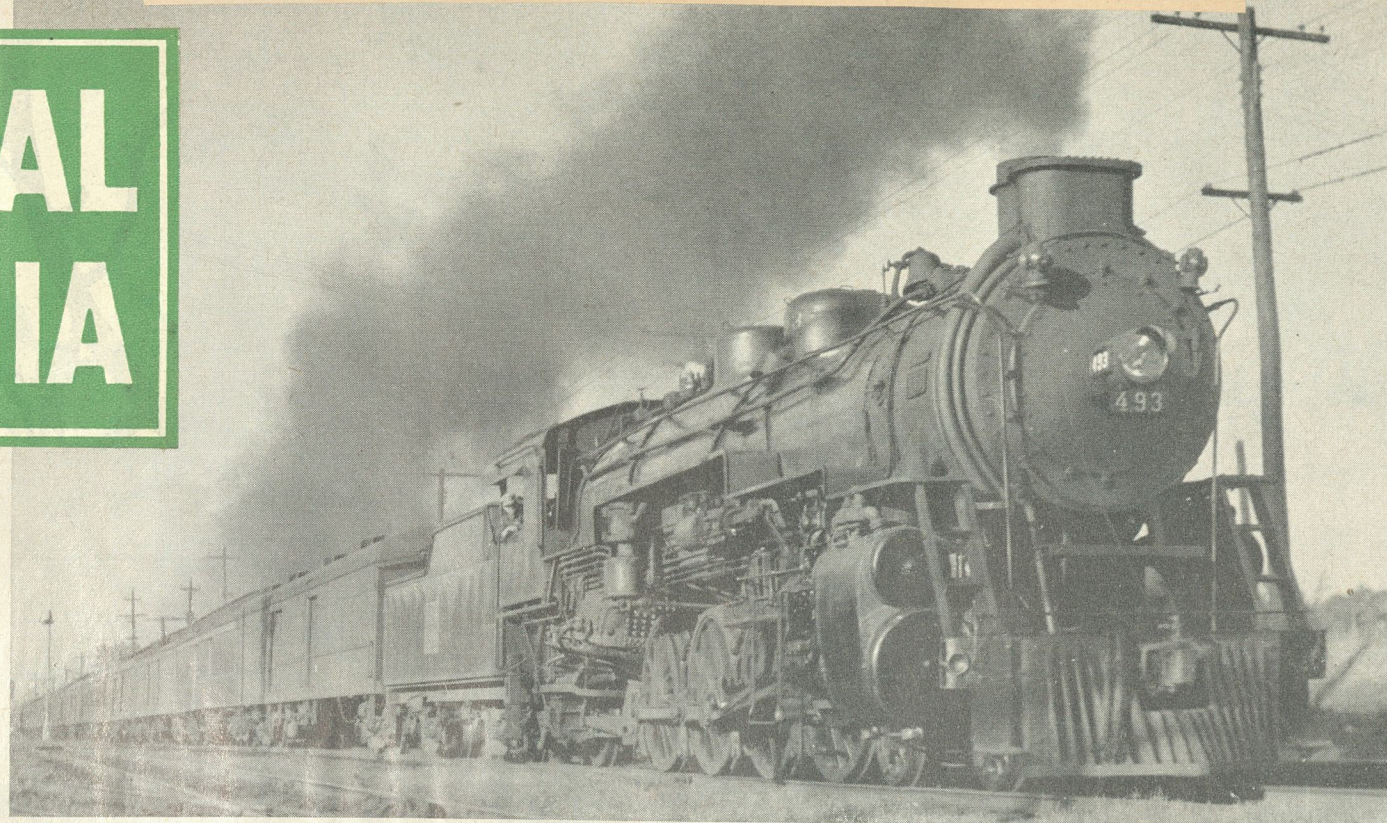
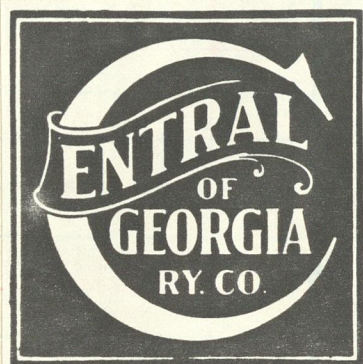
N

CENTRAL OF GEORGIA

SA

SELLER
DATE
FORM

DESTINATION

CENTRAL
OF
GEORGIA

Richard E. Prince Jr.

After an overnight run from Savannah, Trn #3 approaches its terminal at Atlanta. The reliable 4-8-2 was constructed by Richmond in 1923 as #1693, c/n 64584

FAST, LUXURY TRAINS
TO

Jacksonville, Tampa
St. Petersburg,
West Palm Beach,
Daytona and Miami

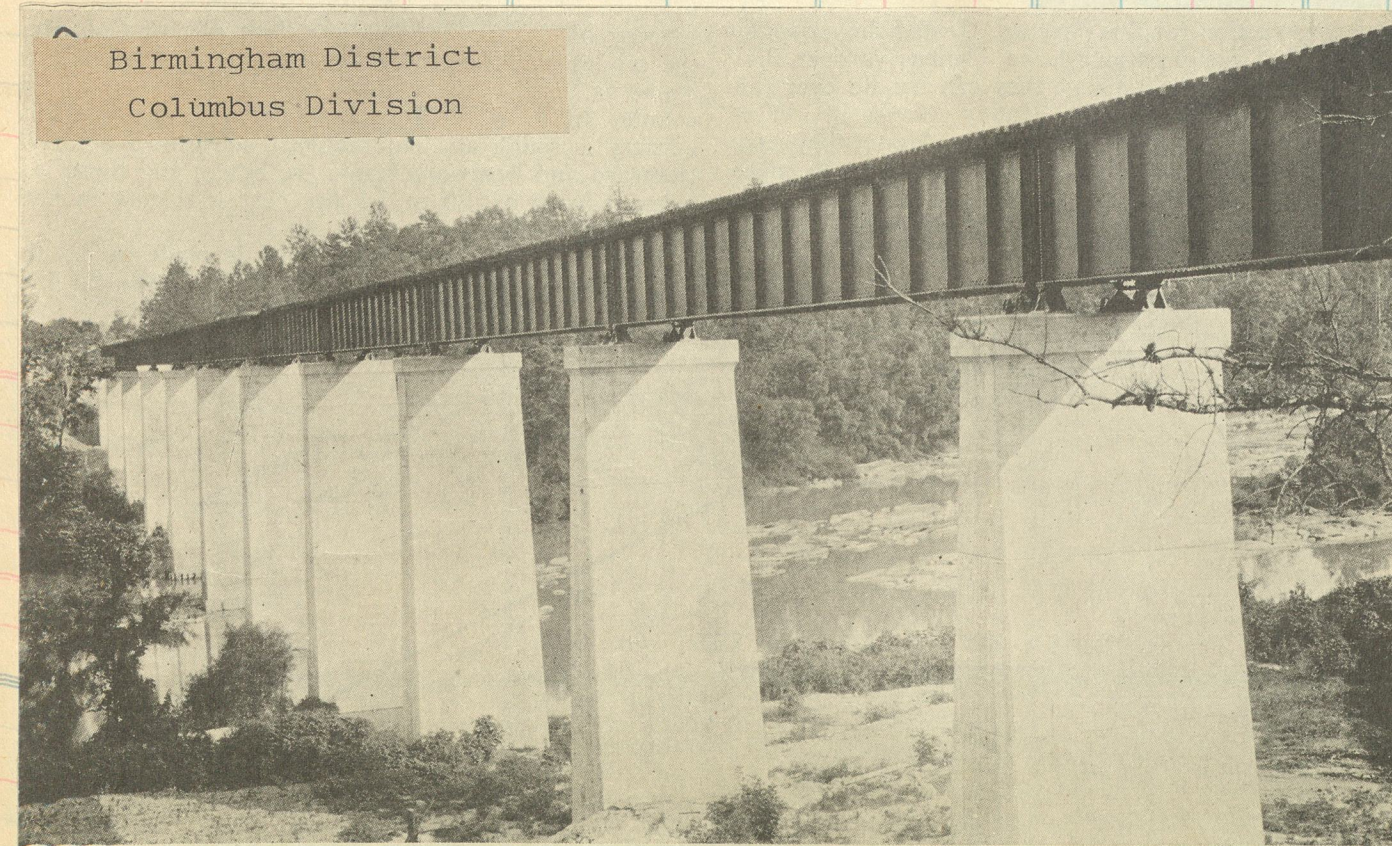
THE SOUTHLAND
DIXIE FLYER
THE FLAMINGO
THE SEMINOLE

In 1927 the Central of Georgia was operating 1,921 miles with 360 engines, 10,026 freight, 272 passenger and 728 miscel cars.



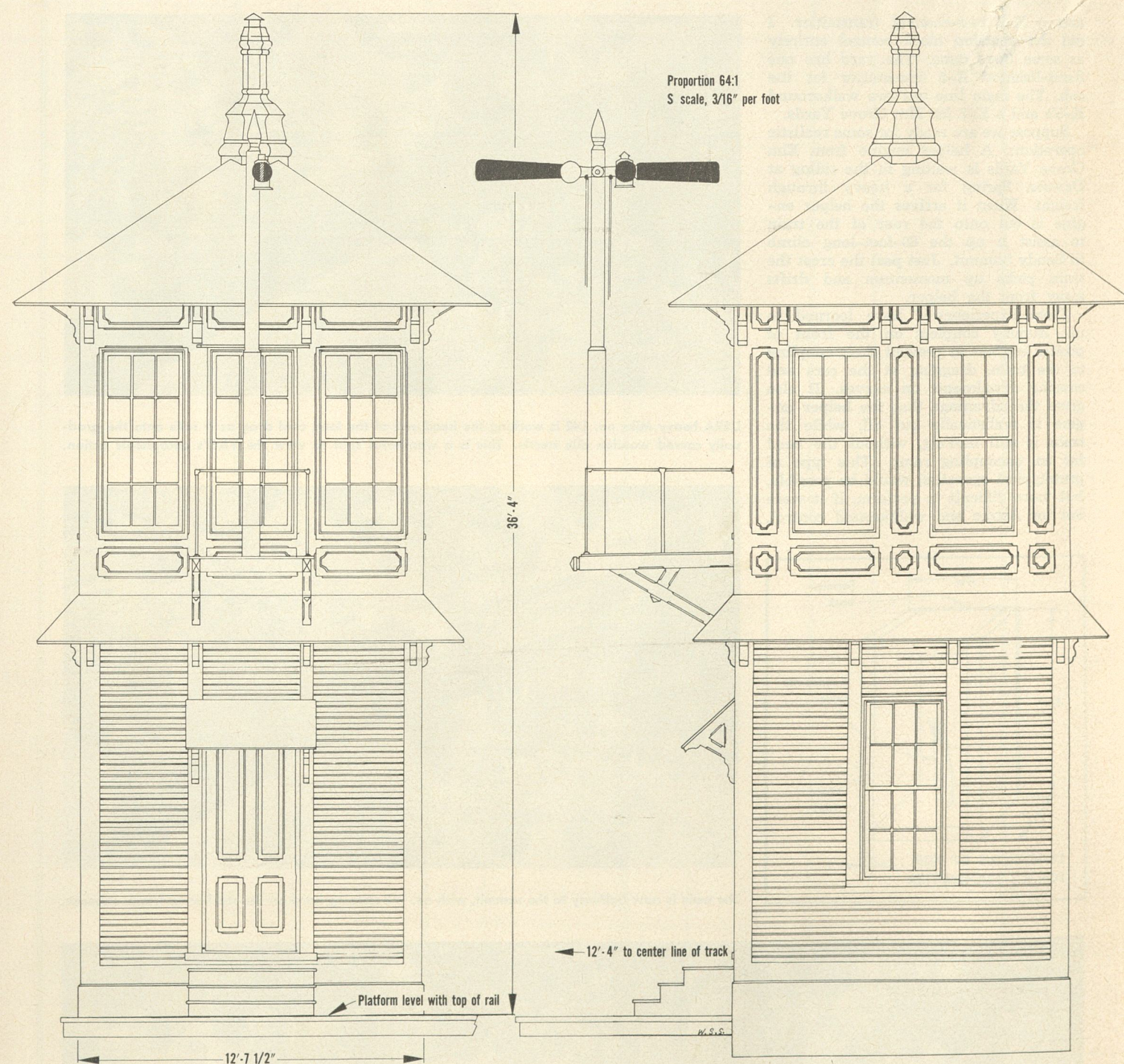
Train #6 conducts a bit of head end business at Rocky Ford, Ga. The 415 was one of the initial five Pacifics on the Central built by Baldwin in 1905. [c/n 25794] Original number was 1615.

Birmingham District
Columbus Division



Bridge Over Tallapoosa River. Power Development Will Bring Water Level Seven Feet Below Bridge Seat.

1925



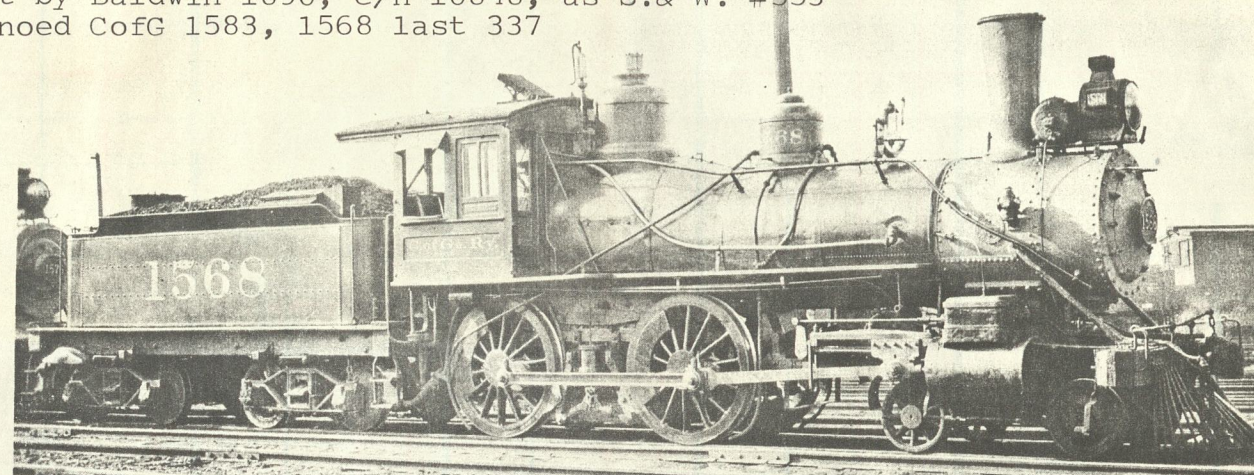
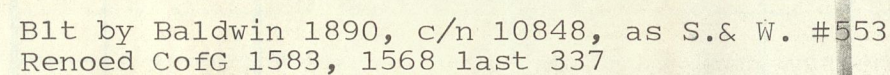
Classic signal tower
on the Central of Georgia

THIS ornate signal tower with manually operated order boards, a design adopted by the Central of Georgia Ry. in 1890, is truly a classic of Victorian gingerbread railroad architecture. What character and flavor it would add to a turn-of-the-century model main line! Roof covering detail is not shown; the original specifications called for "shingles of an appropriate design," so almost any moderate size and shape of shingles would be suitable.

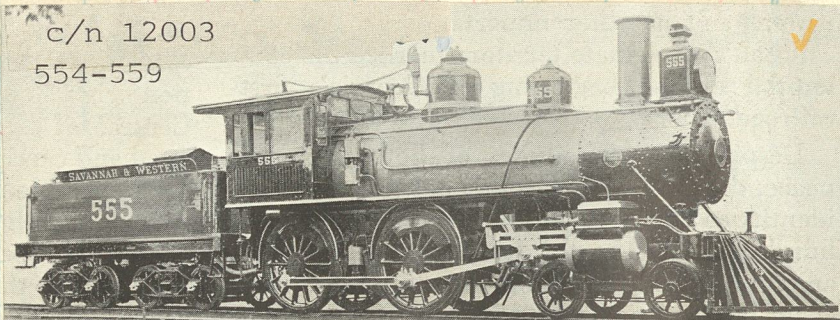
Sold	Amount.	Clos.
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The 1575 with the Macon-Albany local at Montezuma, Ga. Blt by R. I. 1889 c/n 2075 as #1579, to S&W #549, CofG #1575, 344.

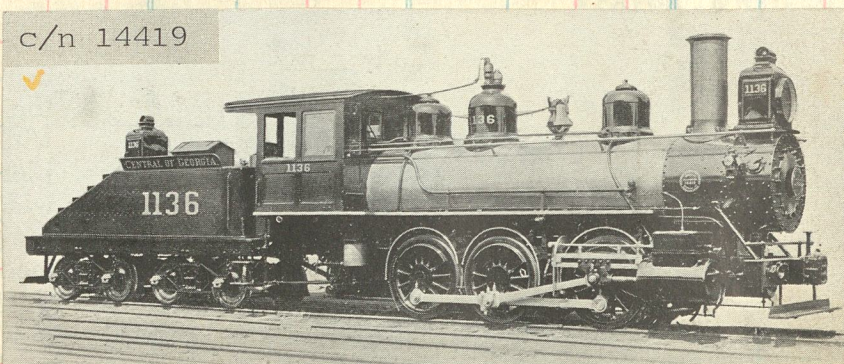
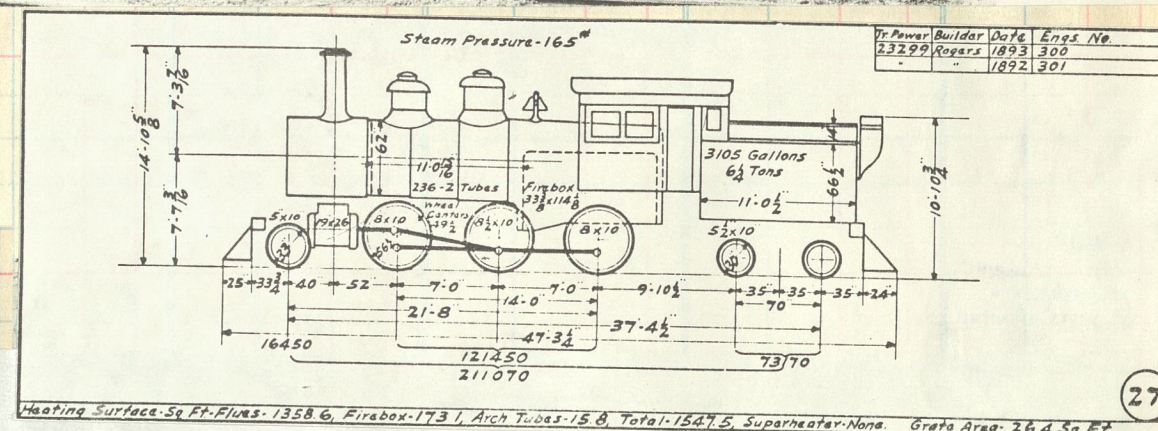
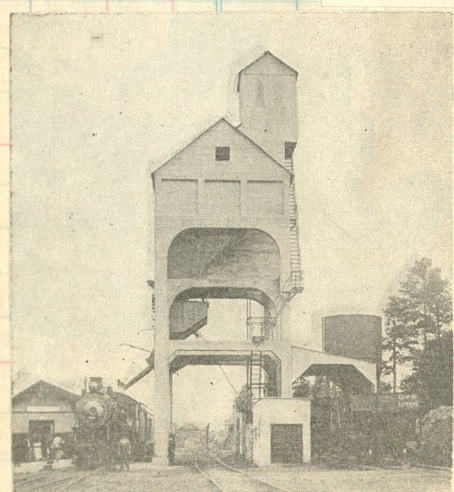


c/n 12003
554-559



Cylinders	18" x 24"	Weight, Total Engine ..	101,000 lb.
Steam Pressure	140 lb.	Drivers, Diam.	68"
Weight on Drivers.....	64,000 lb.	Tractive Force	13,600 lb.

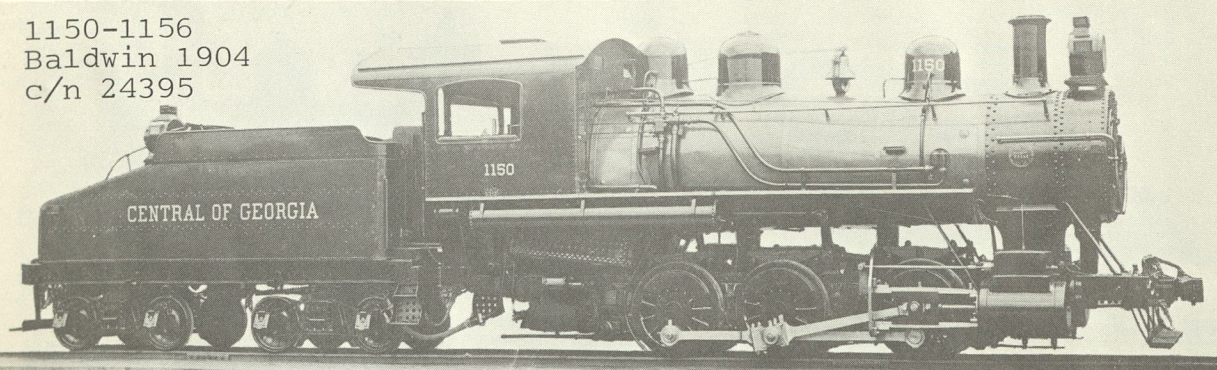
renoed CG 1585, 1579



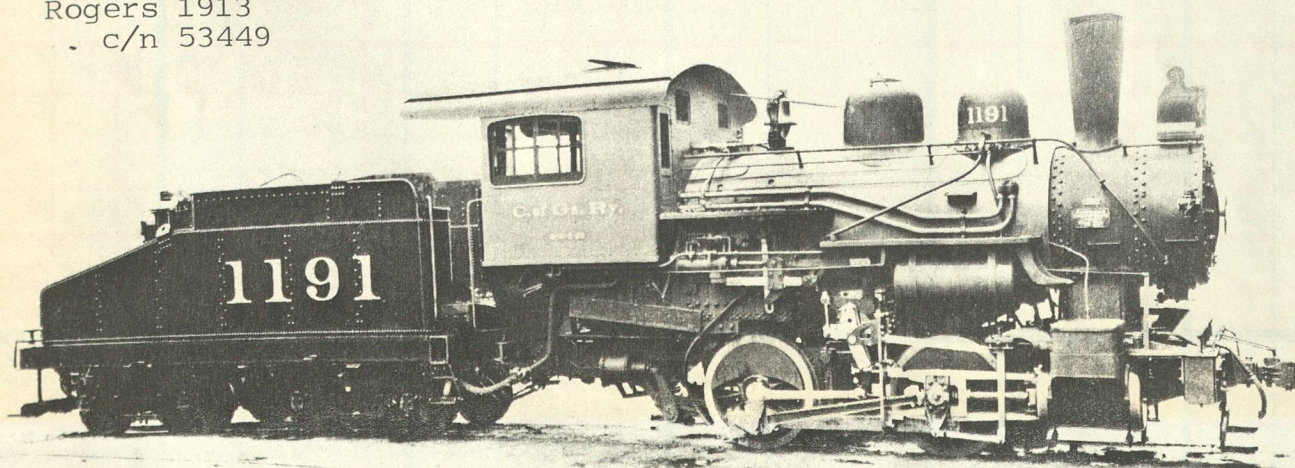
Locomotive of the 0-6-0 Type Built by The Baldwin Locomotive Works for the Central Railroad and Banking Company of Georgia in 1895.



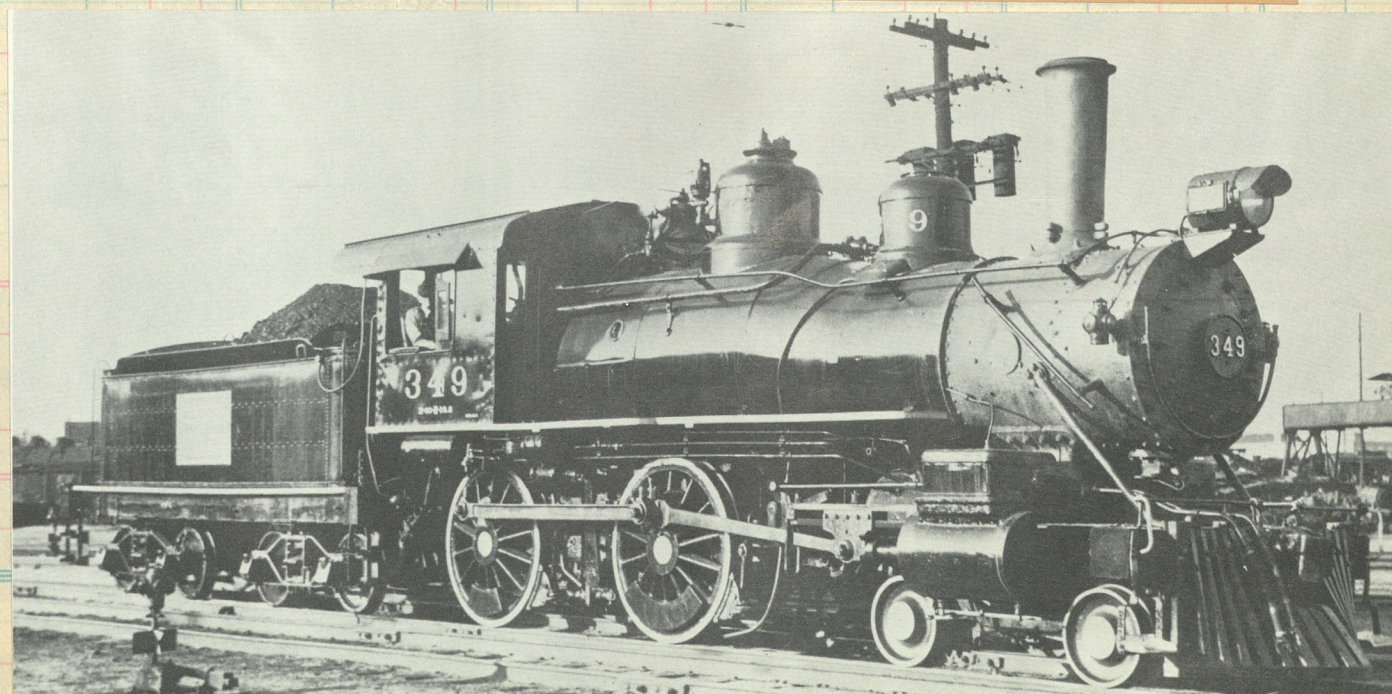
Built by Rogers as Illinois Central #438, 2-6-0, in 1892 c/n 4908
Rebuilt in 1921 as 2-6-4T #1450. To CofG #300 in 1926 and used in
suburban service between Atlanta and Jonesboro until 1932. Sold to
Roux Crate & Lumber Co (Fla) in 1934



Rogers 1913
c/n 53449

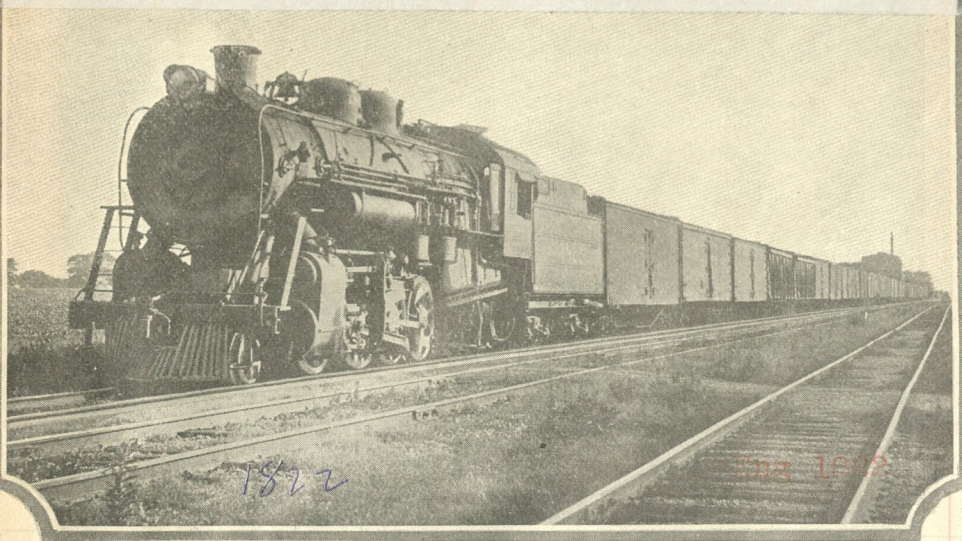


Sold to the Phelps-Dodge Corp in 1918 and noed
United Verde #91

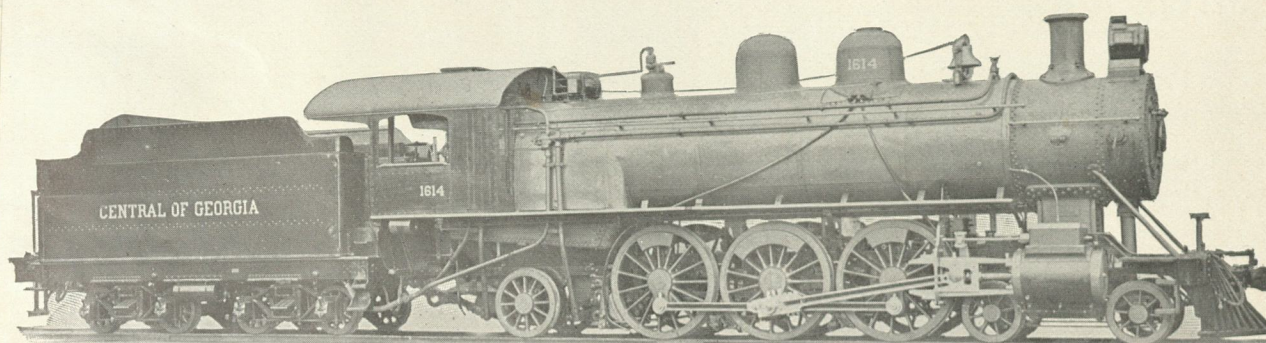
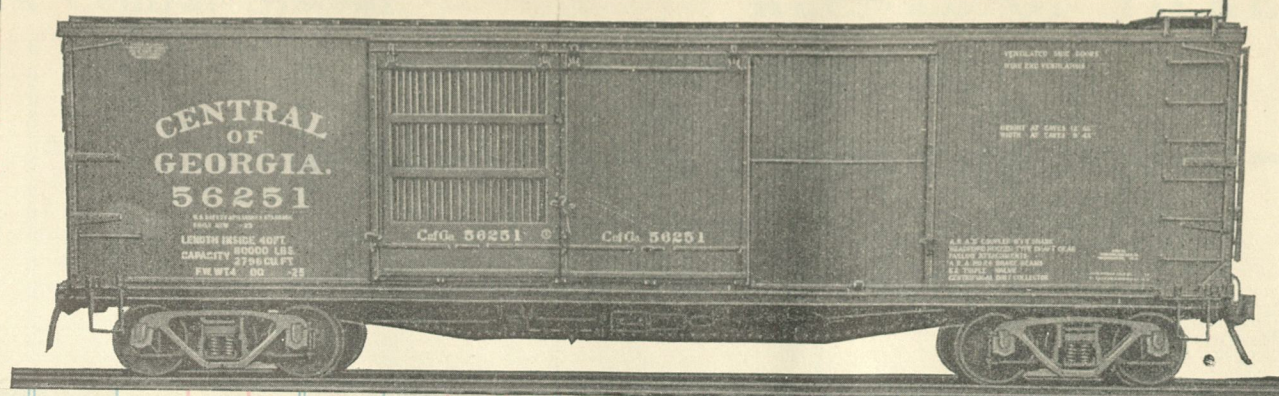


Built as Savannah & Western #557 by Baldwin in 1891
c/n 11994. To CofG 1587, 1581, 349. Now on display
at the Tenn Valley Railroad Museum

Eng 1822, one of eight (1820-1827) Mikados built by Lima in 1916 handling 55 cars of peaches. Later renoed 622.

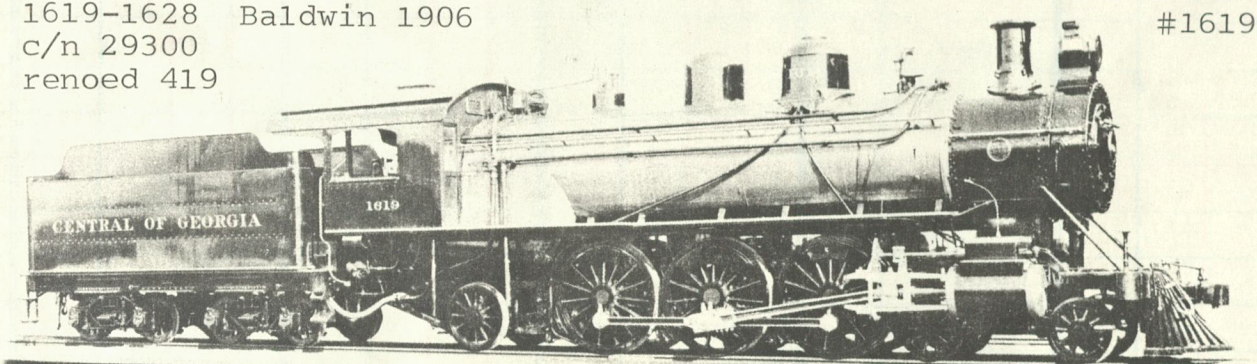


56001-56500 blt by Tenn Coal, Iron & R.R. Co 1925



The first 4-6-2's for the C of G. Order covered five engines 1614-1618 built by Baldwin 1905. c/n 25793 renoed #414.

1619-1628 Baldwin 1906
c/n 29300
renoed 419

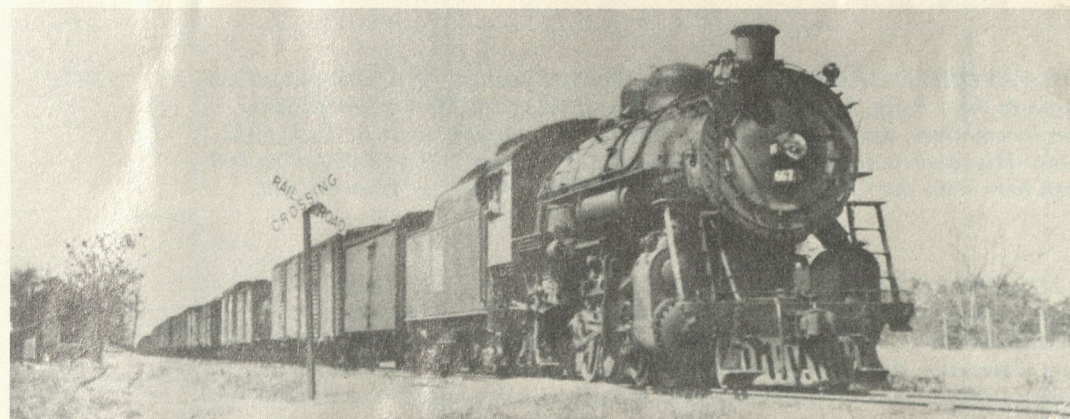


While handling Trn #6 on July 23, 1936 was involved in a head on meet with Trn #1, eng 425, just north of Ogeechee, Georgia. Both engines were demolished. See Prince's CofG book, page 121.

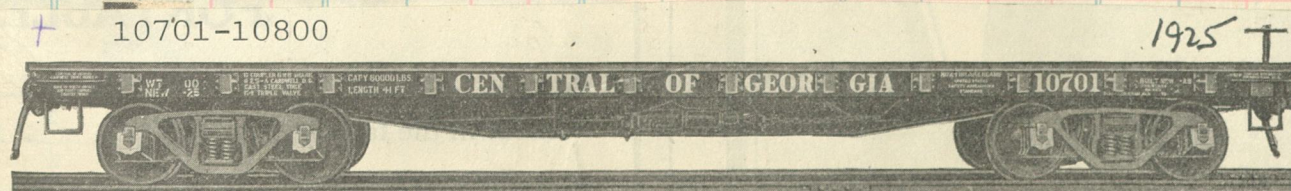
Eng 426, former 1626, with Trn #20 near Ft. McPherson



The 494 wheels northbound tonnage near Hapeville, Ga.

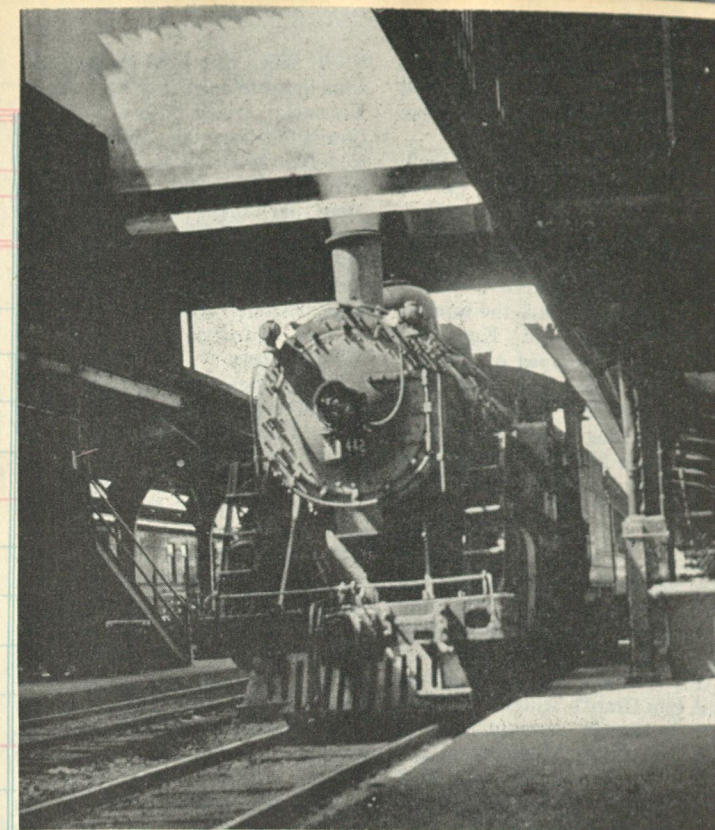


Mike 667 paddles along with tonnage near Union Springs, Ala.

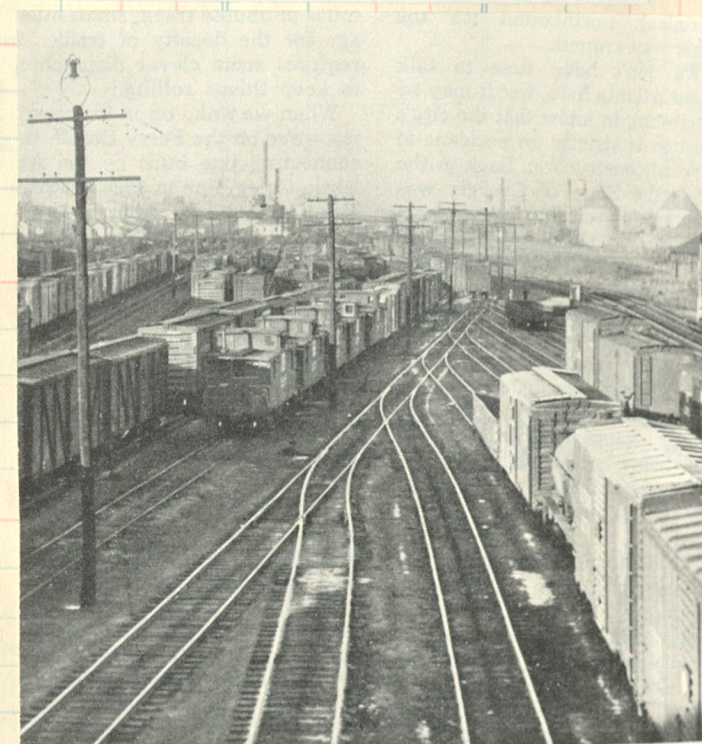


10701-10800

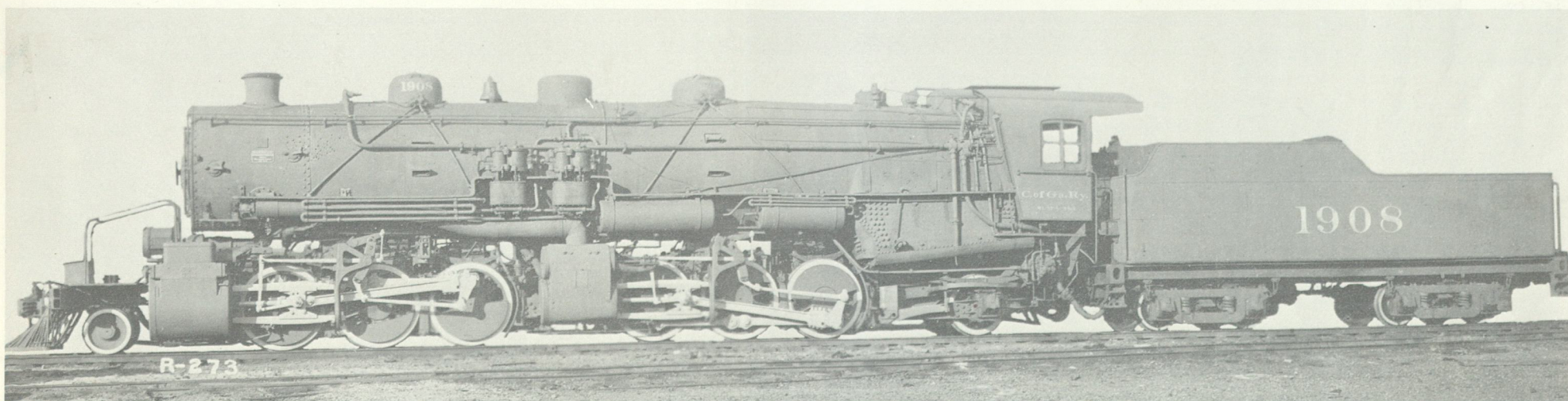
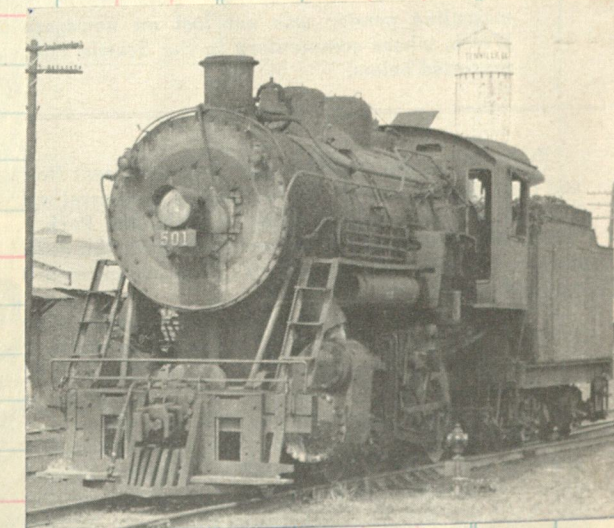
1925



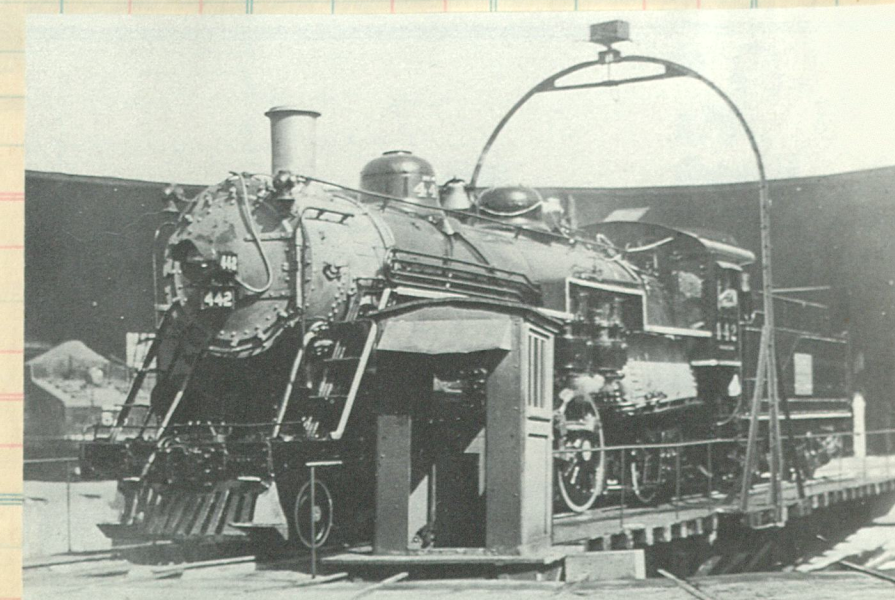
Eng 442 with the "Southland" under the train sheds at the Terminal Station, Atlanta



Central of Georgia's Macon West Yard is made up of three smaller yards known as the 300, 400 and 500 yards. This photograph, looking east, shows parts of all three. The main line is at far right; the open track down the middle is the 300 yard lead. The 400 and 500 yards are to the left of the caboose track. 300 is exclusively a departure yard; 400, receiving and departure; 500, classification. During peak seasons more than 2200 cars are handled into and out of Macon West Yard every 24 hours.

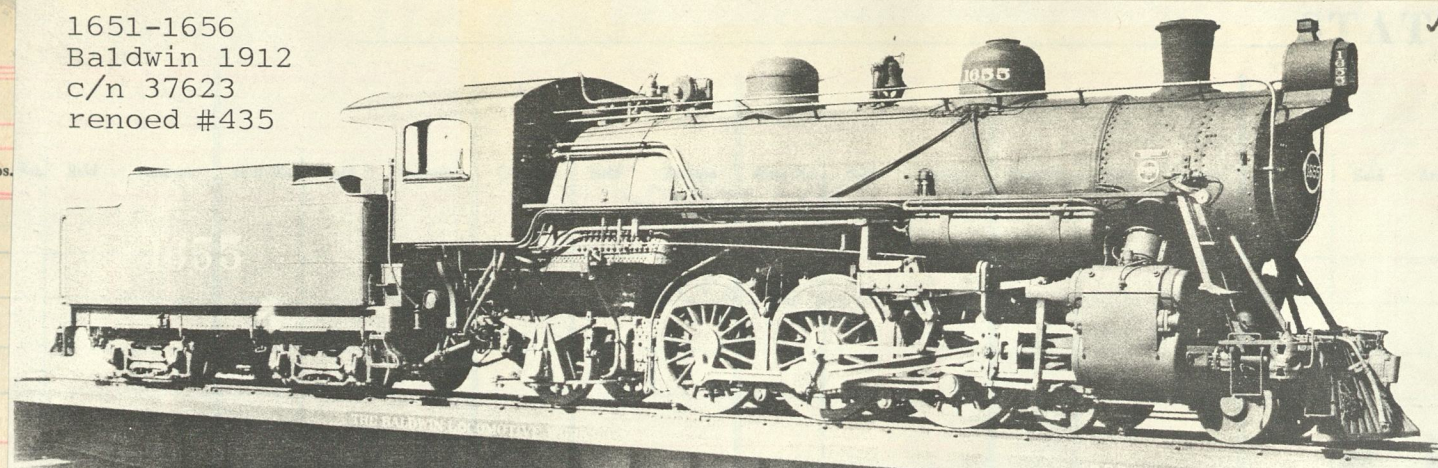


In 1919 Richmond delivered ten 2-6-6-2's noed 1901-1910 to work the Birmingham district. They were renoed 790-799 in 1925 but the next year were exchanged with the Illinois Central for seven 2-10-2's which were noed 771-777 (ex I.C. nos 2601-2607). #1908 c/n 59045 renoed I.C. 6007.

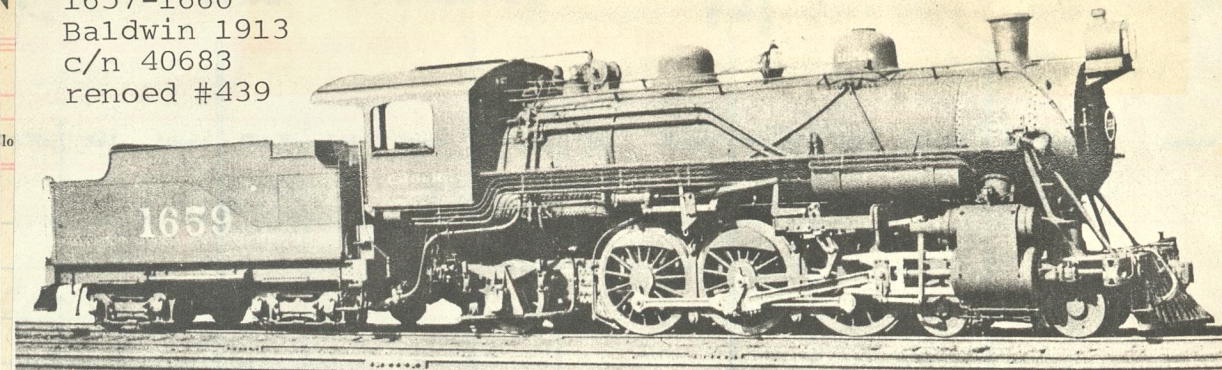


Shining like a polished mirror, the 442 rides the table at Savannah.

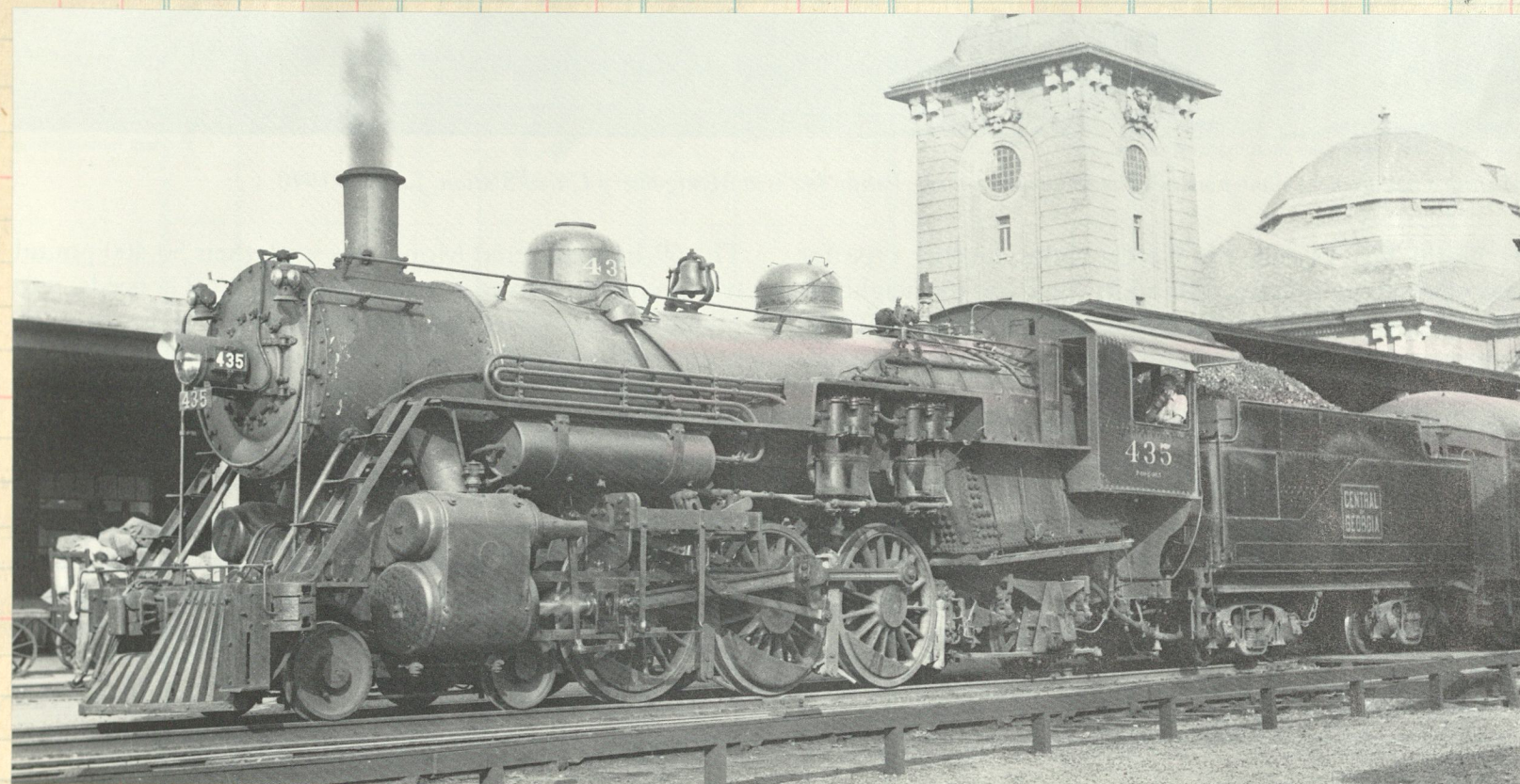
1651-1656
Baldwin 1912
c/n 37623
renoed #435



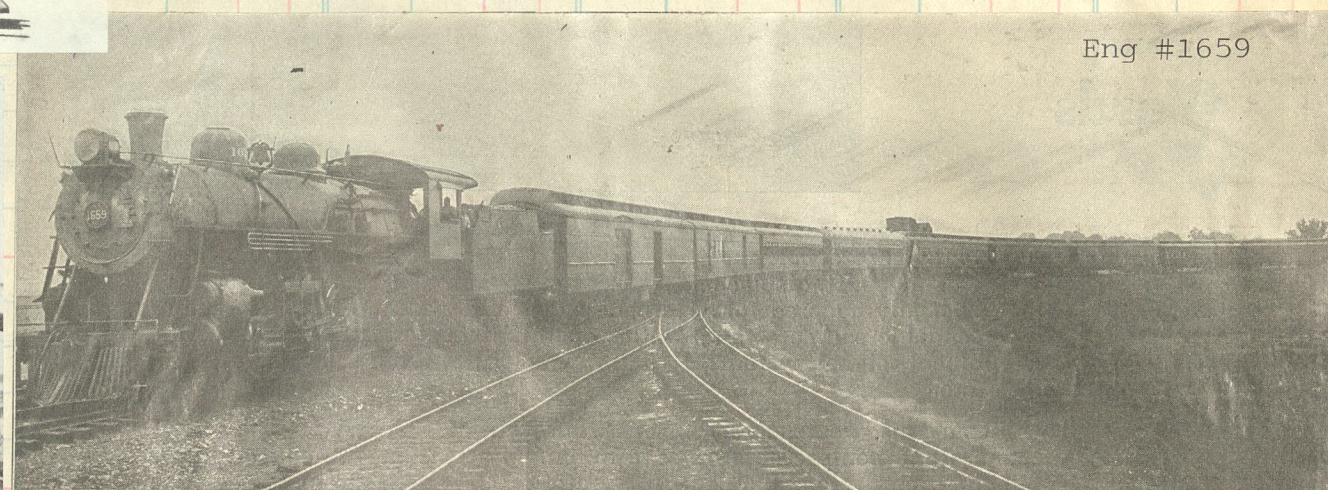
1657-1660
Baldwin 1913
c/n 40683
renoed #439



Eng #1659

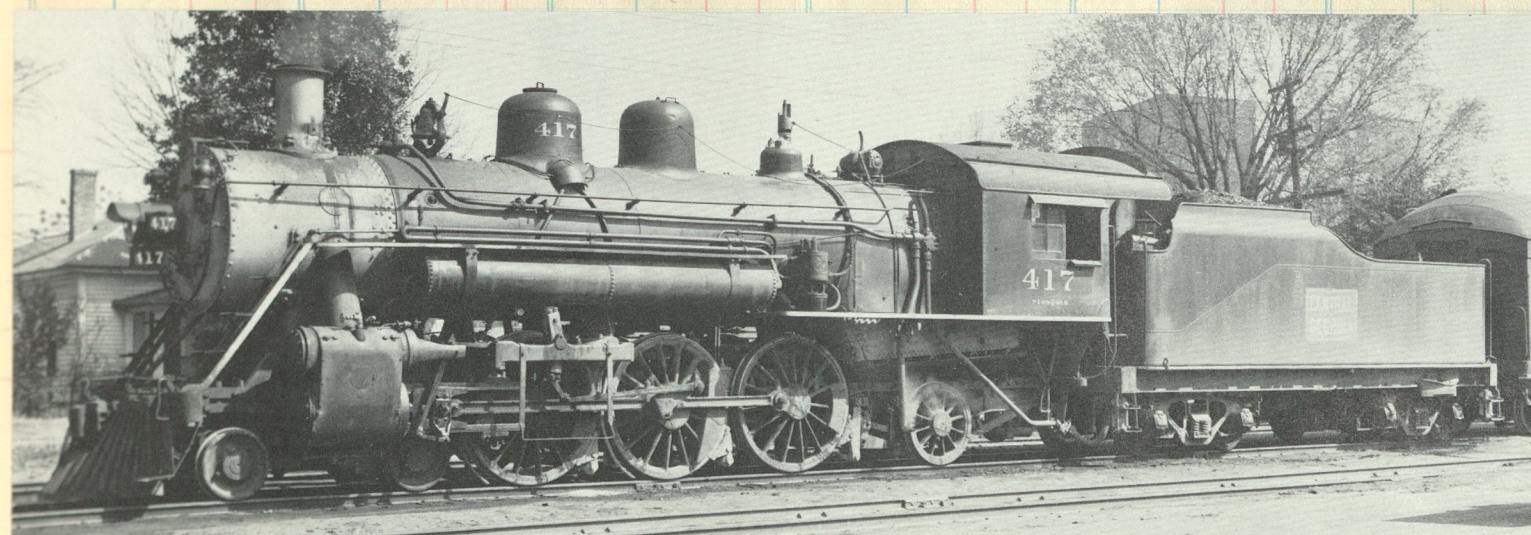
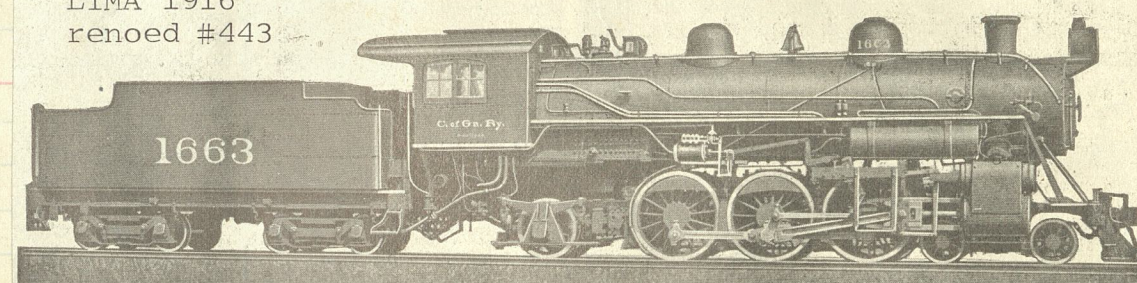


Waiting for the highball at Birmingham



okm A CENTRAL OF GEORGIA TRAIN HAULED BY A BALDWIN PACIFIC TYPE LOCOMOTIVE

1661-1664 c/n 5219
LIMA 1916
renoed #443



An old, and loyal, veteran

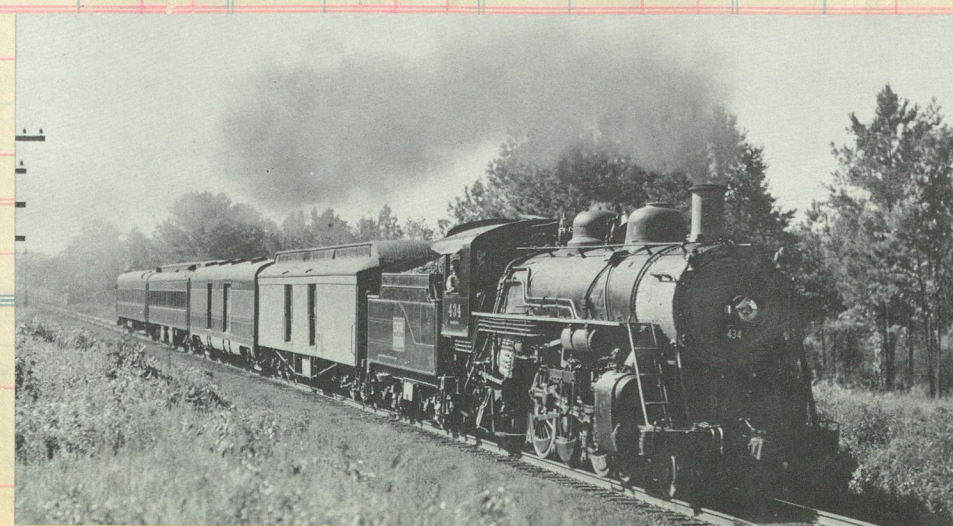


Proud of her fourty three years of service, the 418 appears cheerful as she glides along with Trn #1 near Raymond, Ga.



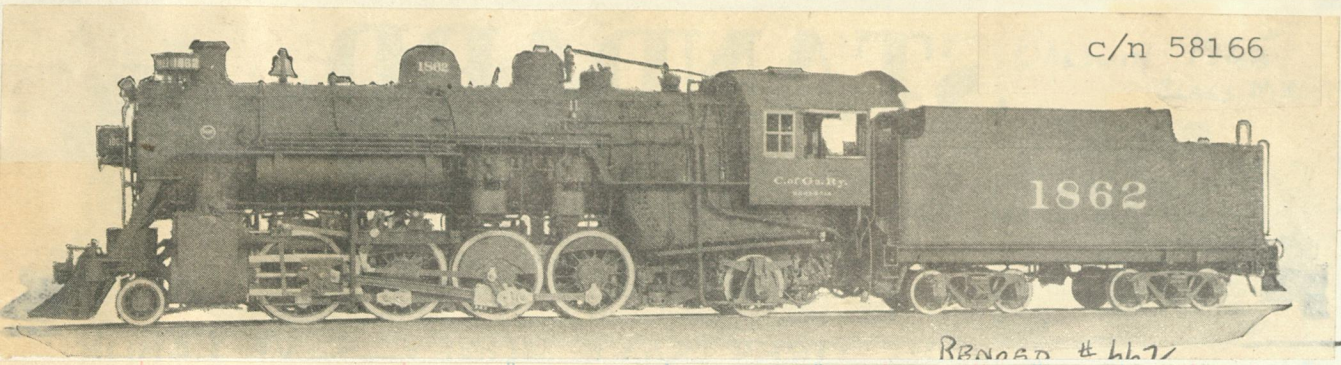
CofGa Ry THE OCEANIC Train No. 2 with P-1 No. 417 4-6-2 passing through Payne, Ga., west of Macon in 1941 with three cars enroute from Atlanta to Savannah.

Hugh M. Comer



Trn #11 with eng 434
outside of Macon

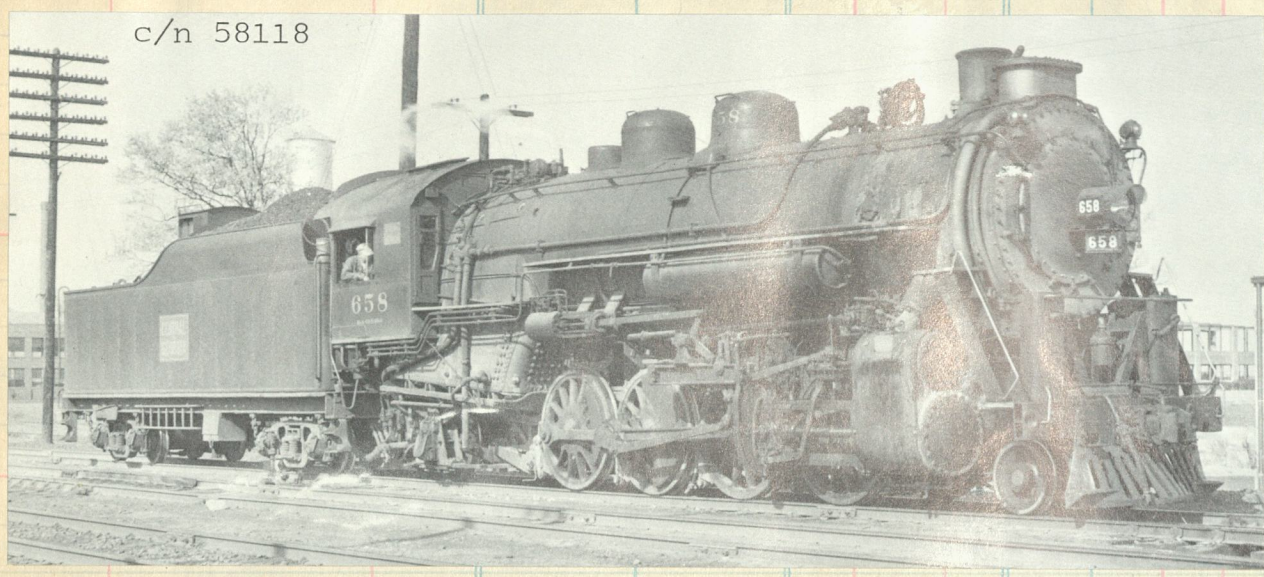
178



c/n 58166

Renoad #667

The last group of 2-8-2's for the Central was ten, noed 1858-1867, delivered by Baldwin in 1925. Later renoed 658-667.

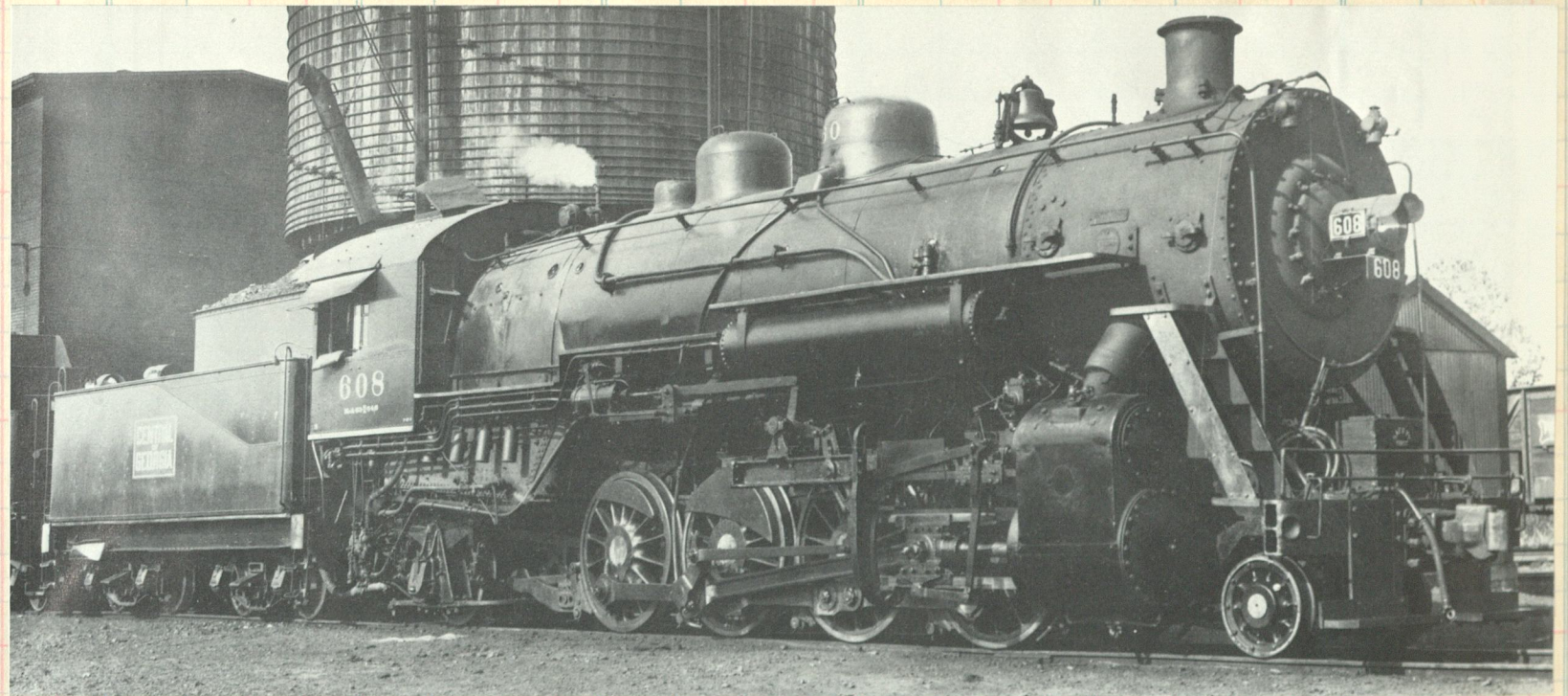
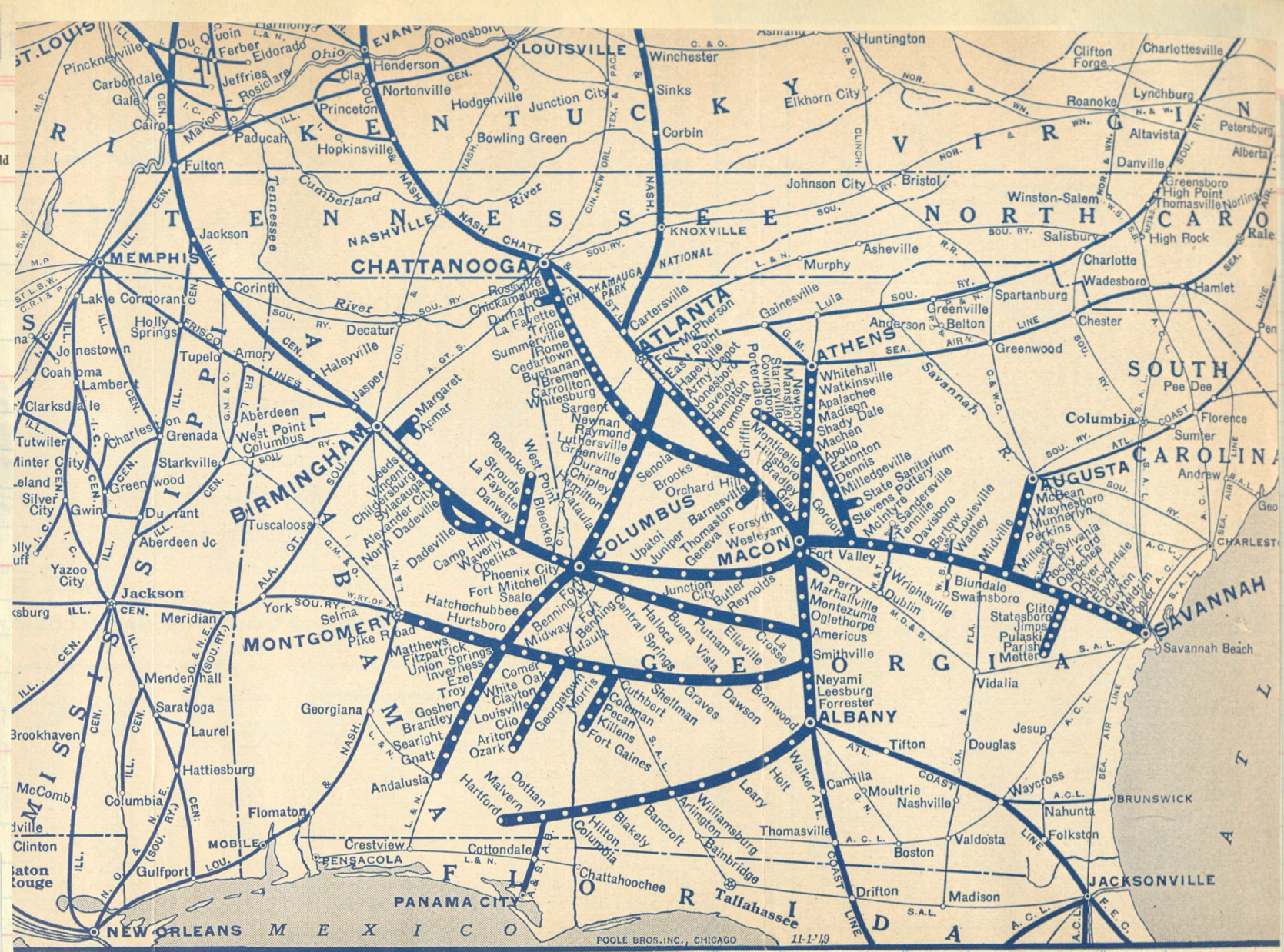


c/n 58118

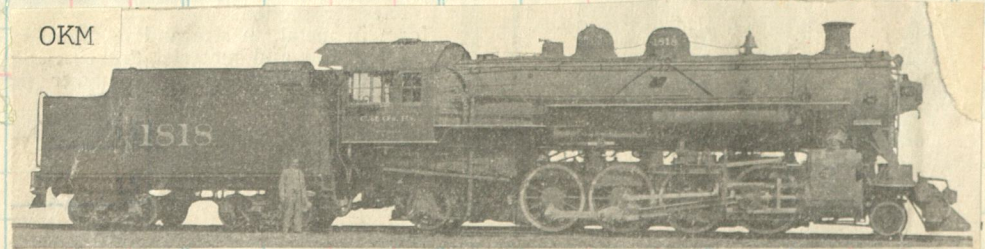


Richard D. Sharpless/Frank E. Ardrey, Jr.

Morrow, Ga., an Atlanta suburb, sees much CofGa traffic. Mikado 658 (above) speeds through on April 4, 1948.



One of the fifteen built by Baldwin in 1912. Original nos 1801-1815, renoed 601-615. c/n 38789

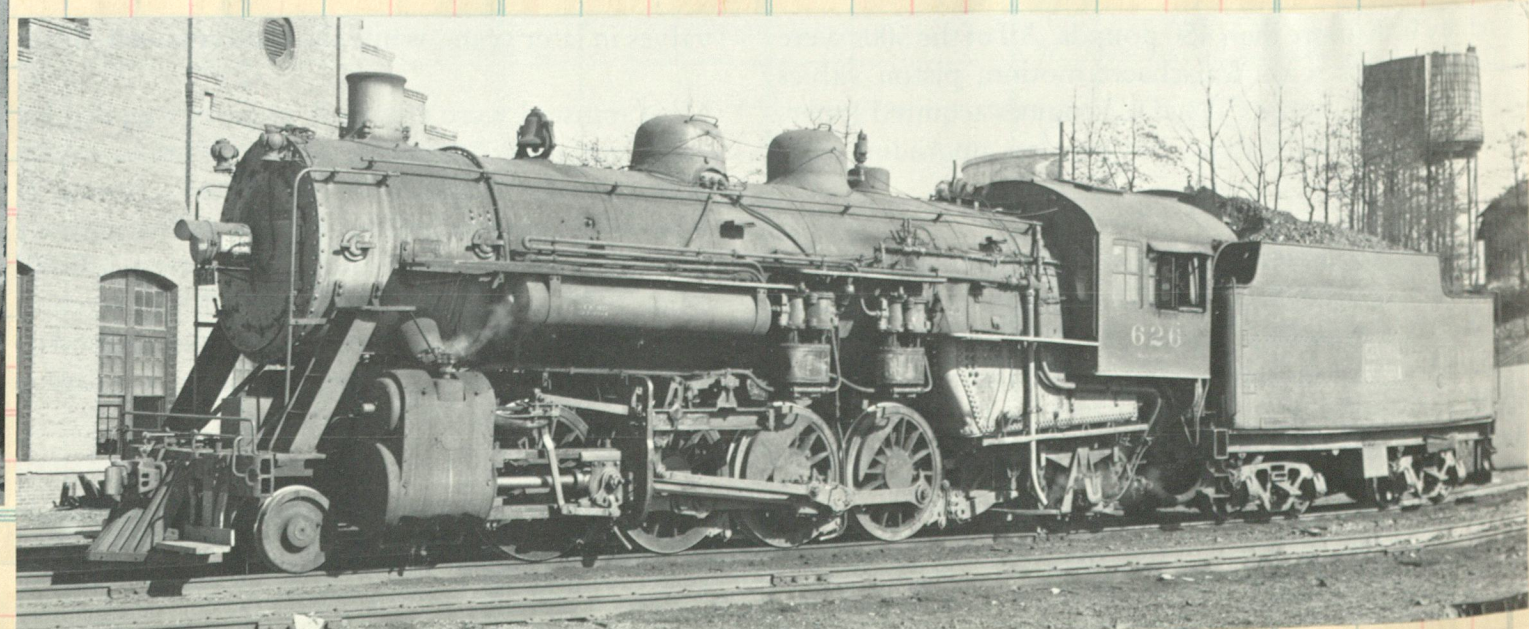


OKM

1816-1819 renoed 616-619 c/n 5058 LIMA 1915

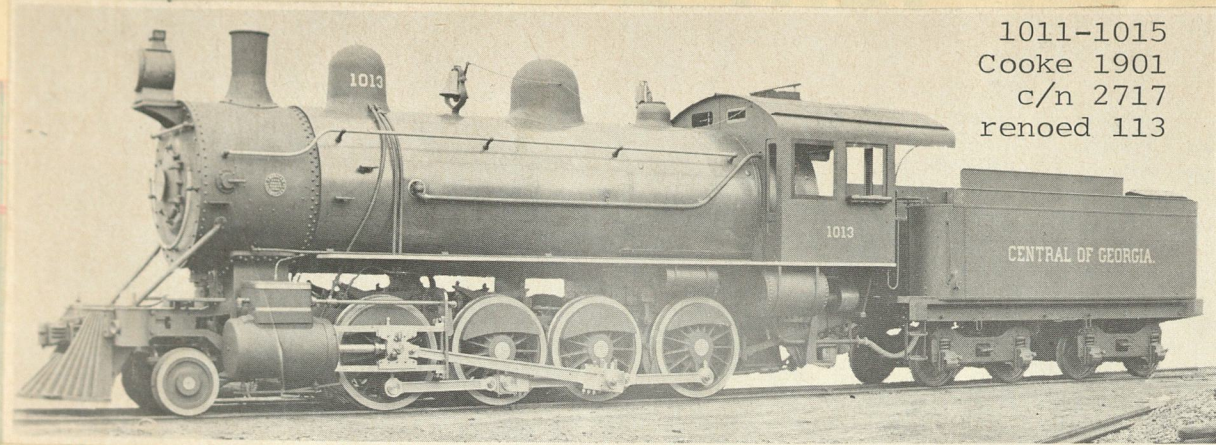


#660 getting under way near Macon



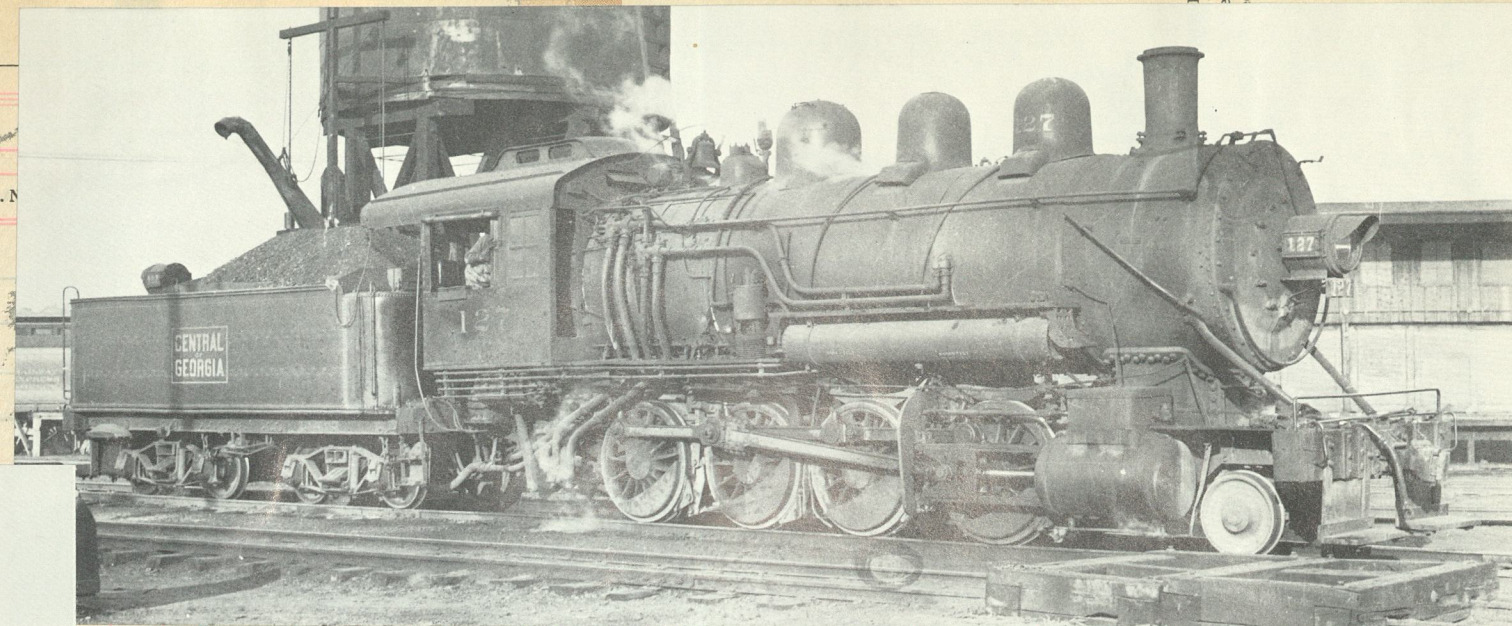
In 1916 LIMA delivered an additional eighteen Mikes noed 1820-1837. Renoed 620-637 #626 c/n 5210

Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for



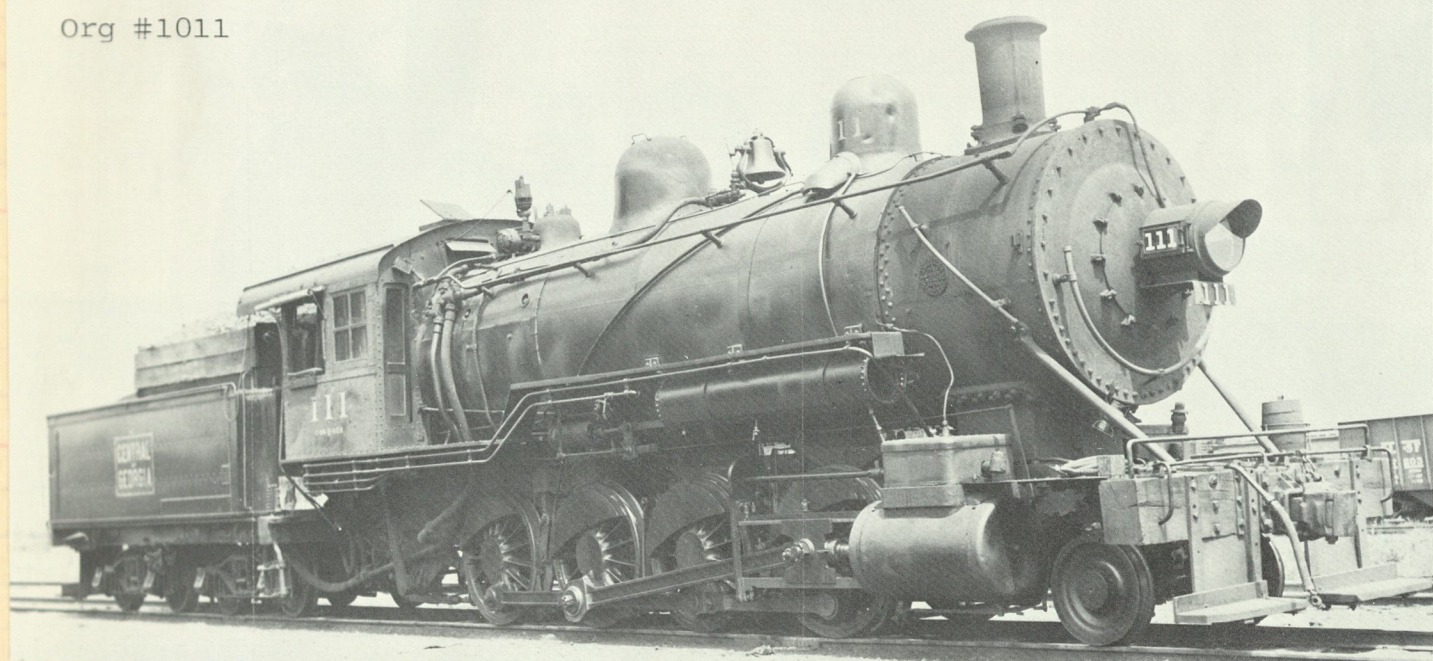
1011-1015
Cooke 1901
c/n 2717
renoed 113

mount Clos. N

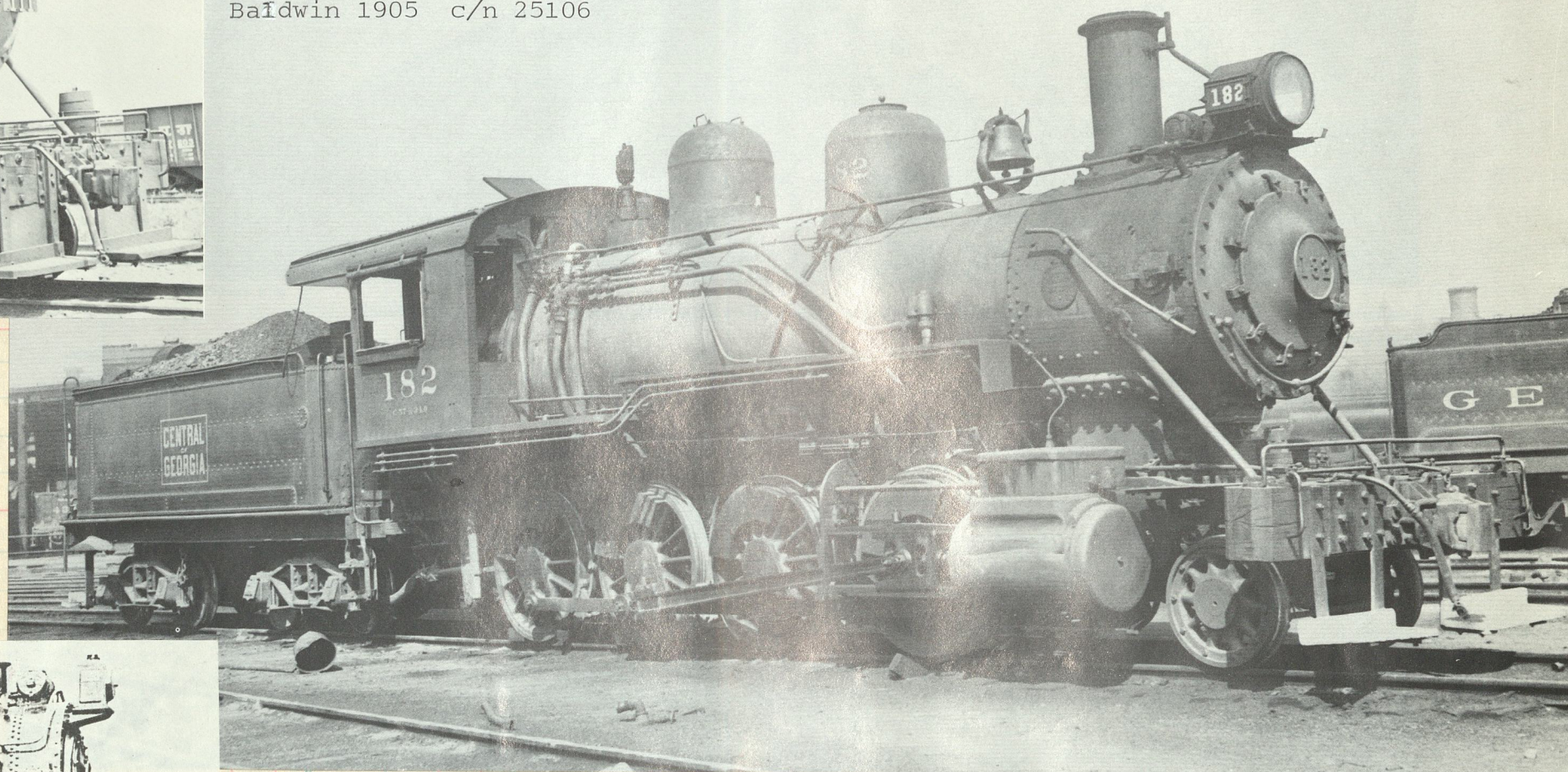


121-132 (org 1021-1032) c/n 28736 Cooke 1903

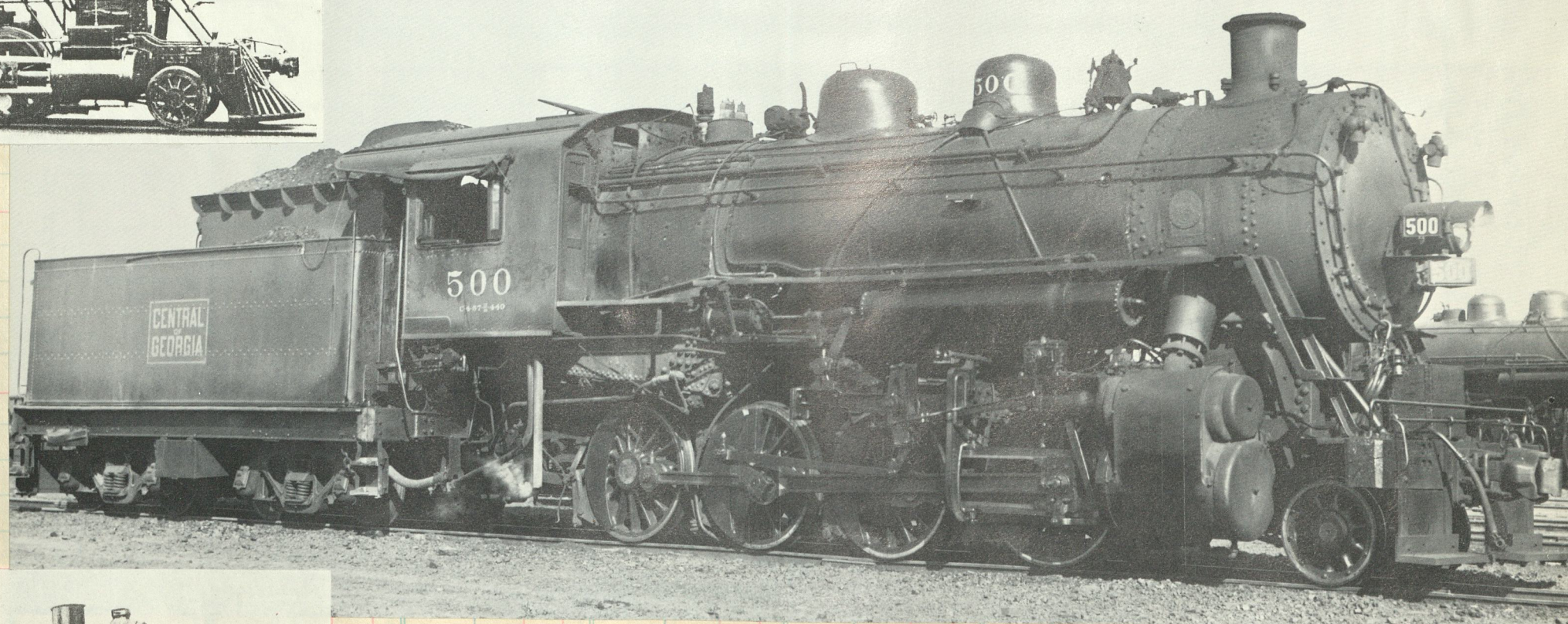
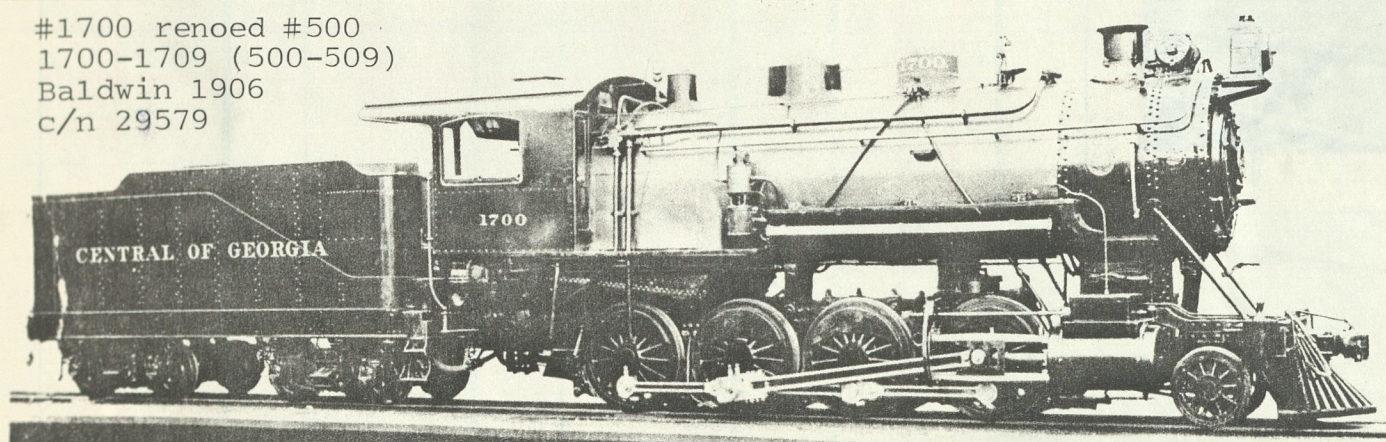
Org nos 1076-1087 renoed 176-187
Baldwin 1905 c/n 25106



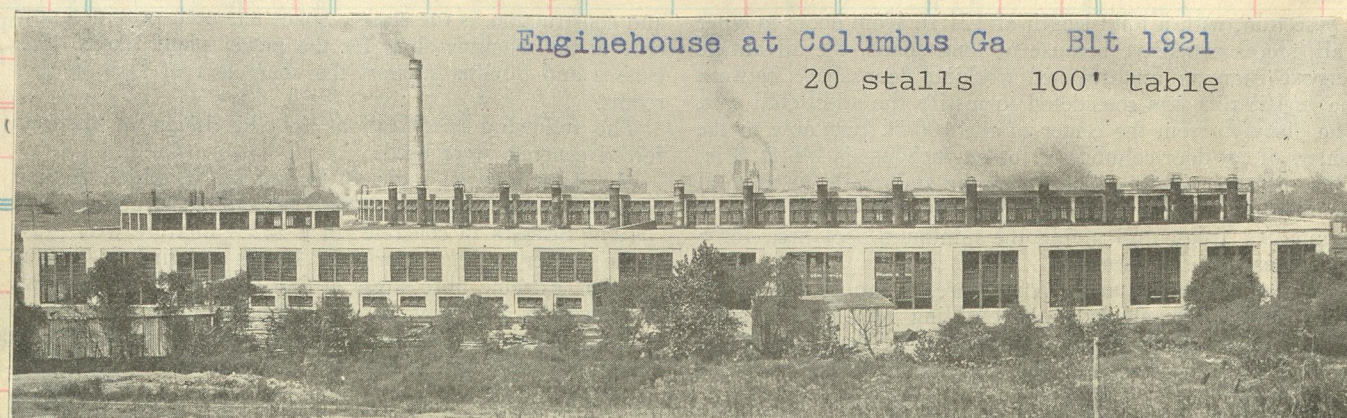
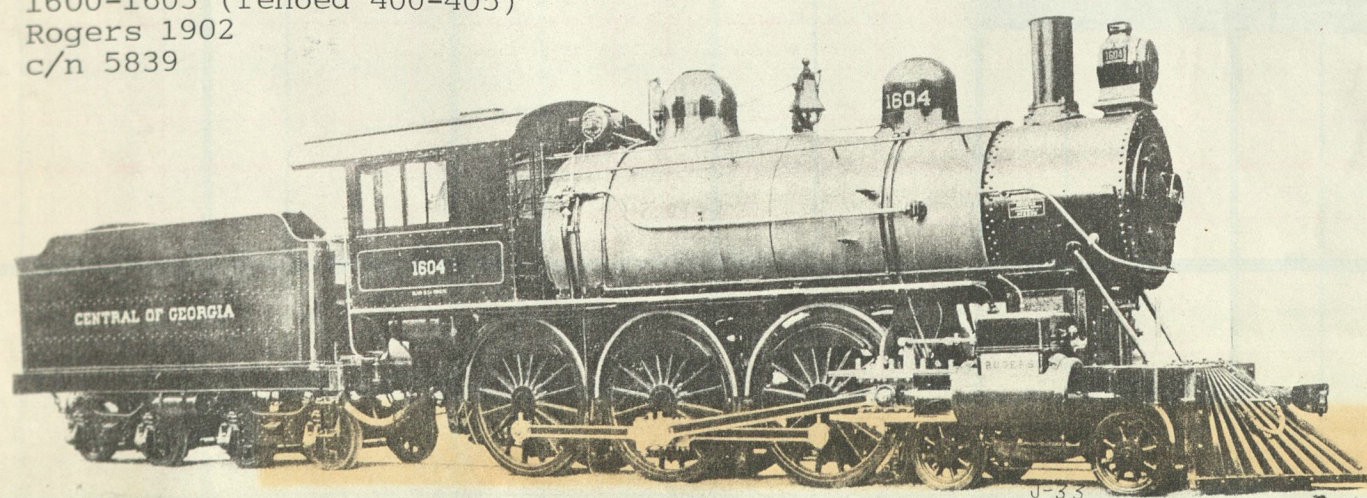
Org #1011



#1700 renoed #500
1700-1709 (500-509)
Baldwin 1906
c/n 29579

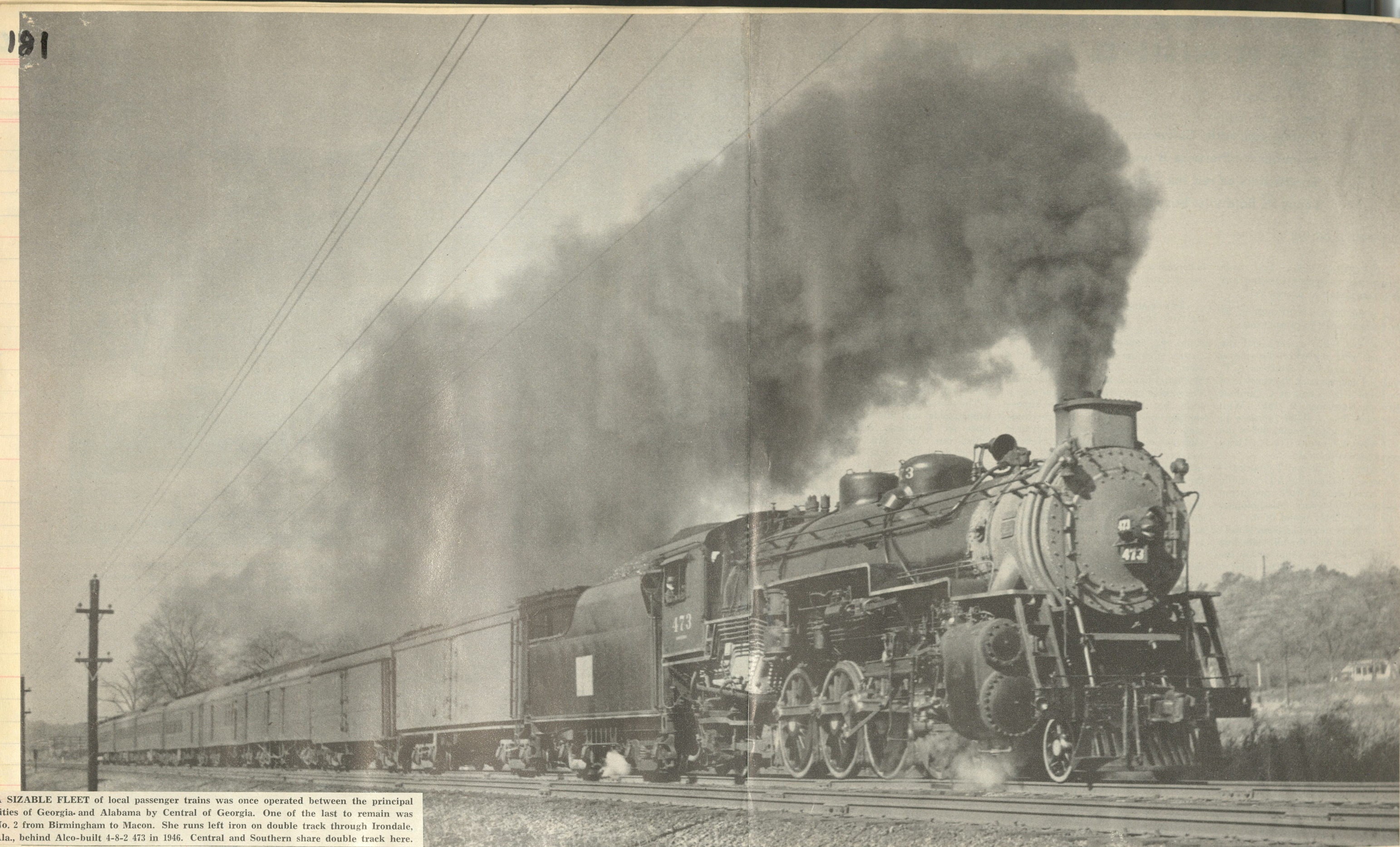


1600-1605 (renoed 400-405)
Rogers 1902
c/n 5839



Enginehouse at Columbus Ga Blt 1921
20 stalls 100' table

No. Sold Amount

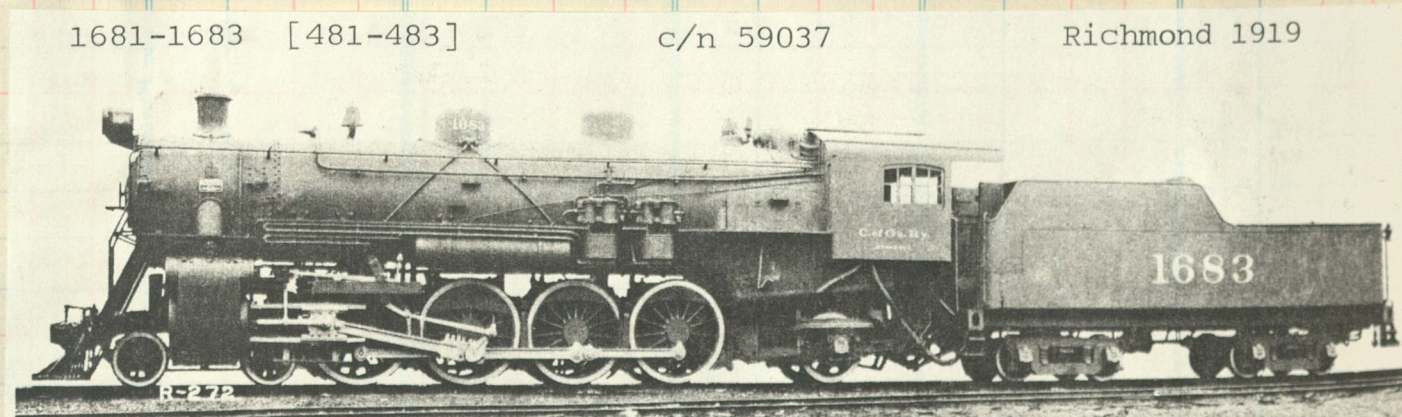


A SIZABLE FLEET of local passenger trains was once operated between the principal cities of Georgia and Alabama by Central of Georgia. One of the last to remain was No. 2 from Birmingham to Macon. She runs left iron on double track through Irondale, Ga., behind Alco-built 4-8-2 473 in 1946. Central and Southern share double track here.

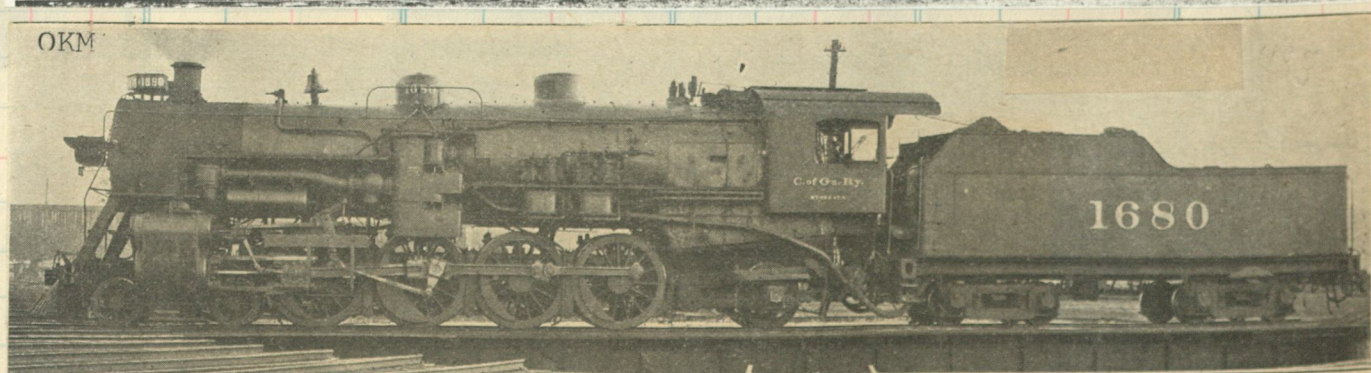
#473, ex #1673, (1671-1675) c/n 66324 Richmond 1925



The 488 swings past Weems, Ala [east of Irondale] with Trn #2. Former #1688 (1684-1690) c/n 62417 Richmond 1920.

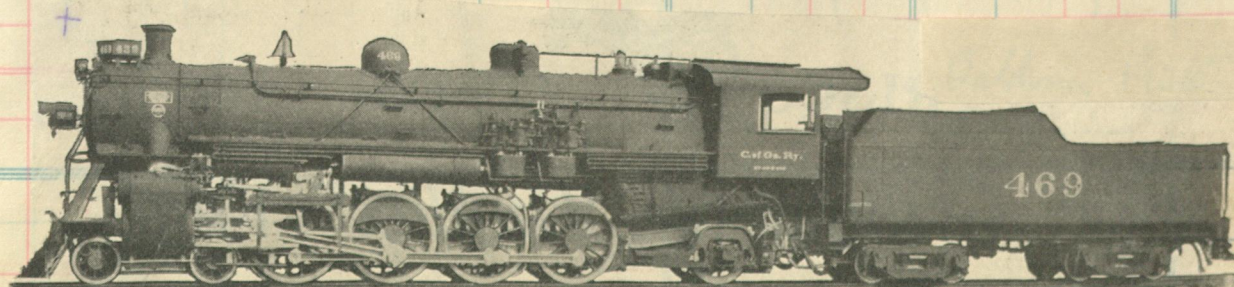


1681-1683 [481-483] c/n 59037 Richmond 1919



Mountain Type Passenger Locomotive of the Central of Georgia Ry. Used for Handling Such Heavy Through Trains as the Seminole Limited and the Floridan.

1676-1680 [476-480] c/n 65269 Richmond 1924



466-470 c/n 59060 Baldwin 1926

THE FLAMINGO

CUT HERE
To Make
Short Sheet

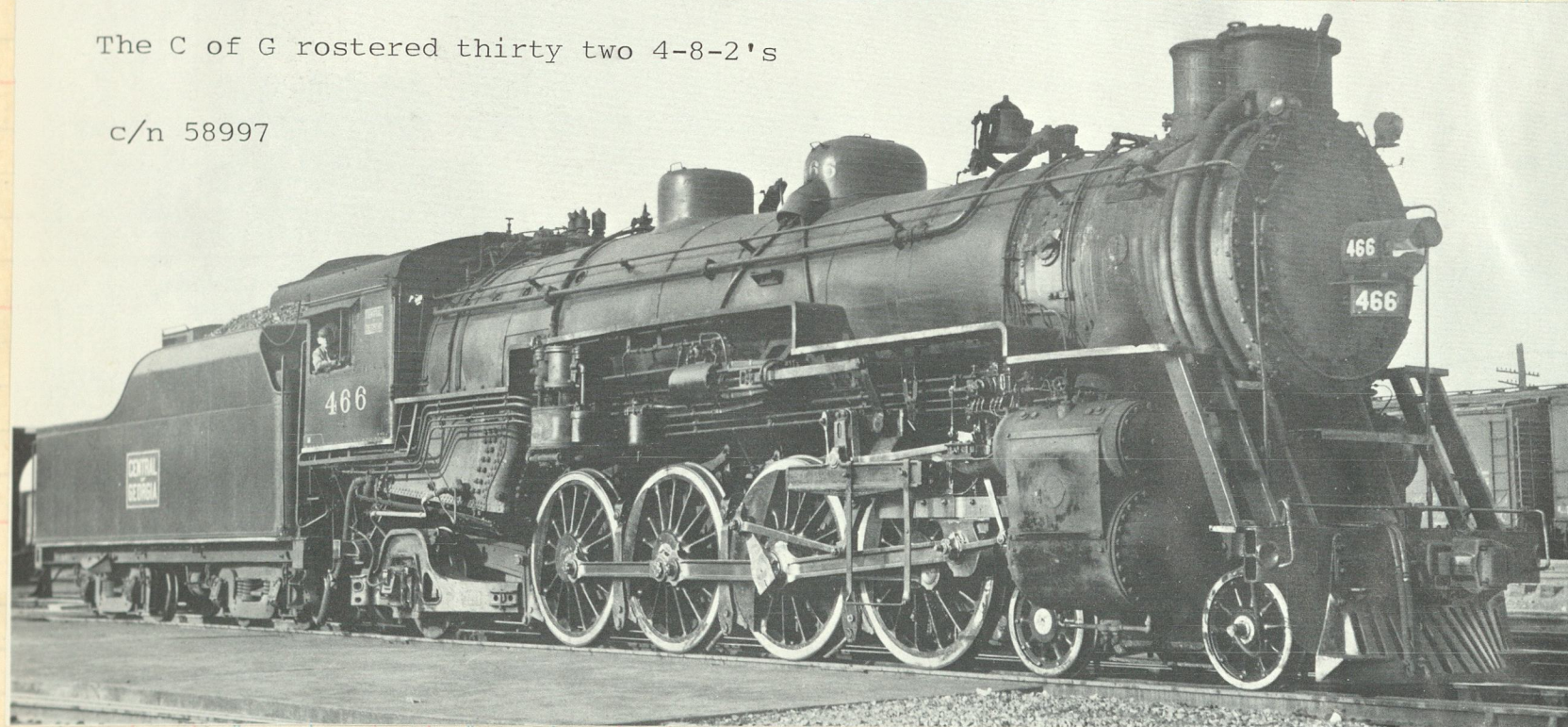
182



The 485 [1685] makes a grandiose exit out of Atlanta with Trn 1st #18

The C of G rostered thirty two 4-8-2's

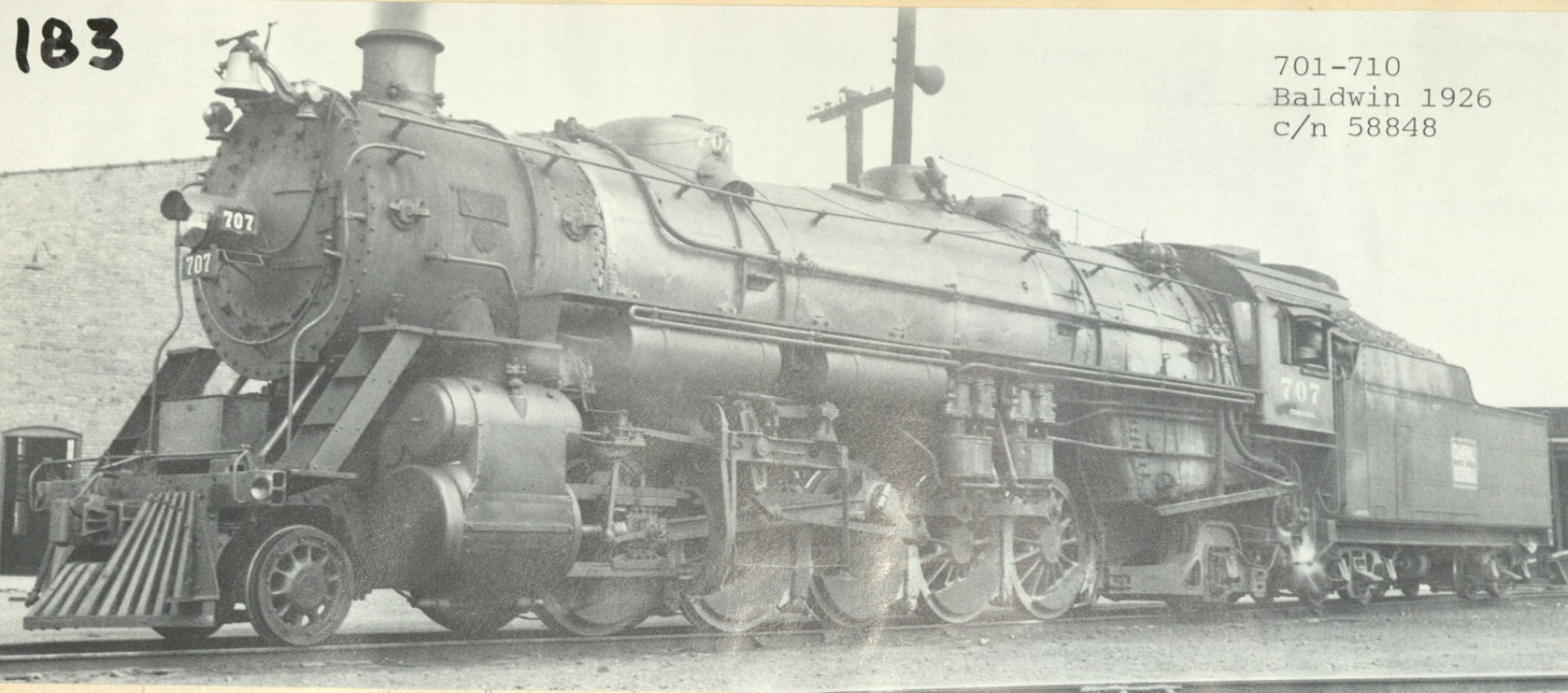
c/n 58997



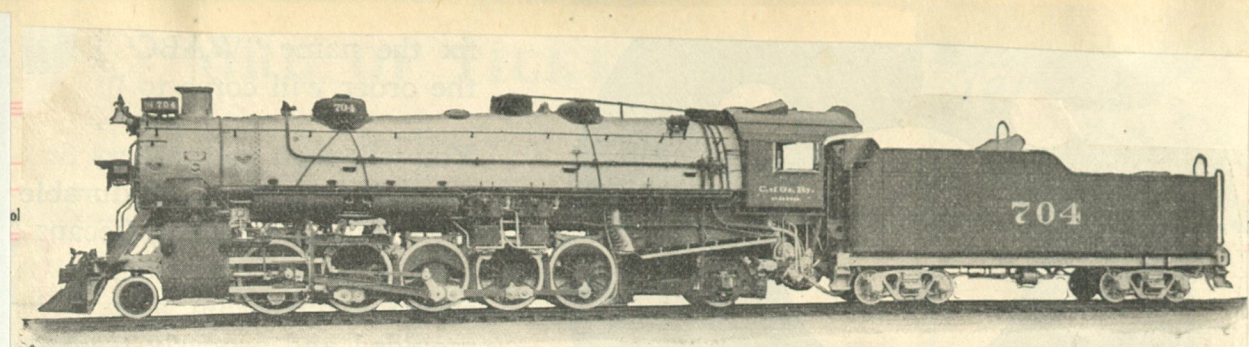
The 494 works the northbound SEMINOLE out of Columbus with five express reefers of fresh produce on the head end that will be delivered to the Chicago market in eleven hours.



Versatile 473 rolling tonnage near Forest Park, Ga.



701-710
Baldwin 1926
c/n 58848



Sold Amount

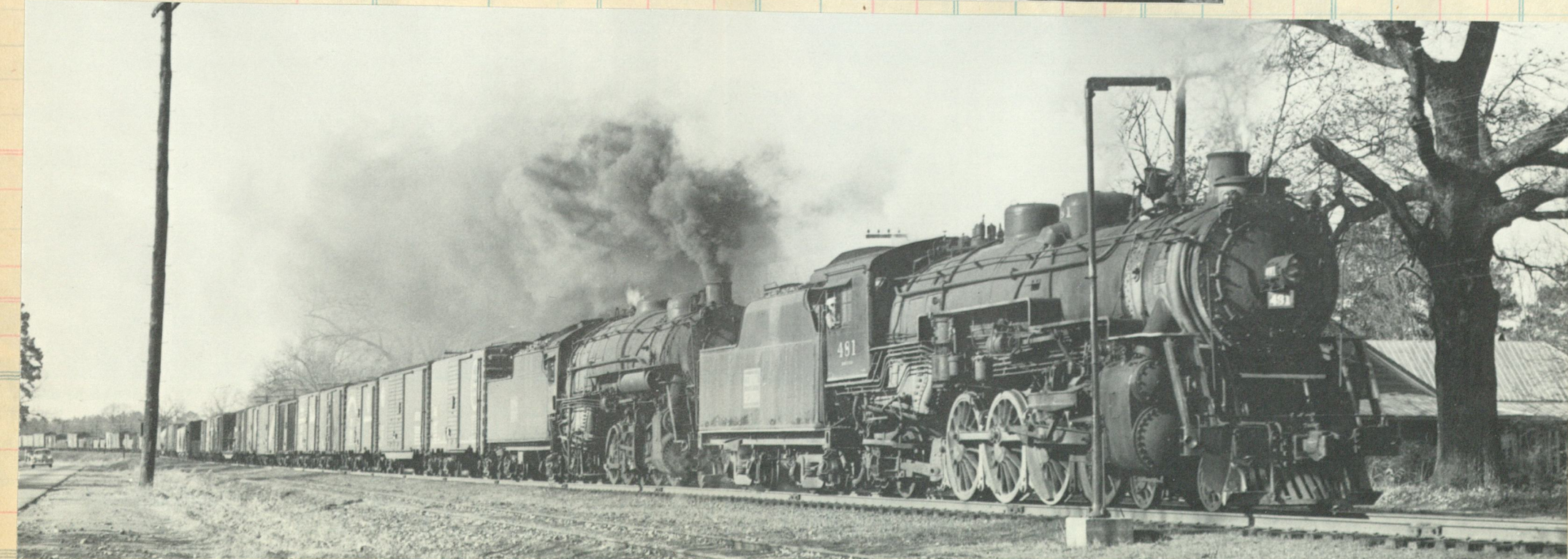


Trn #88 with engines 701 & 458 outside Atlanta



Eastbound extra 708 rumbles thru Weems, Ala., the secluded intersection with the Southern, nine miles east of Birmingham.

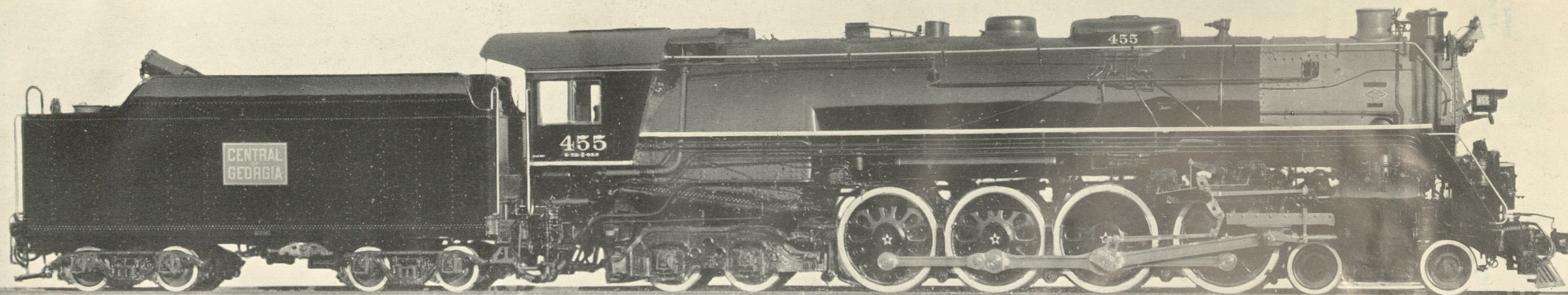
One of seven 2-10-2's from the Ill Cent in 1926
Blt at Schenectady in 1918 c/n 59008
Former I. C. #2605



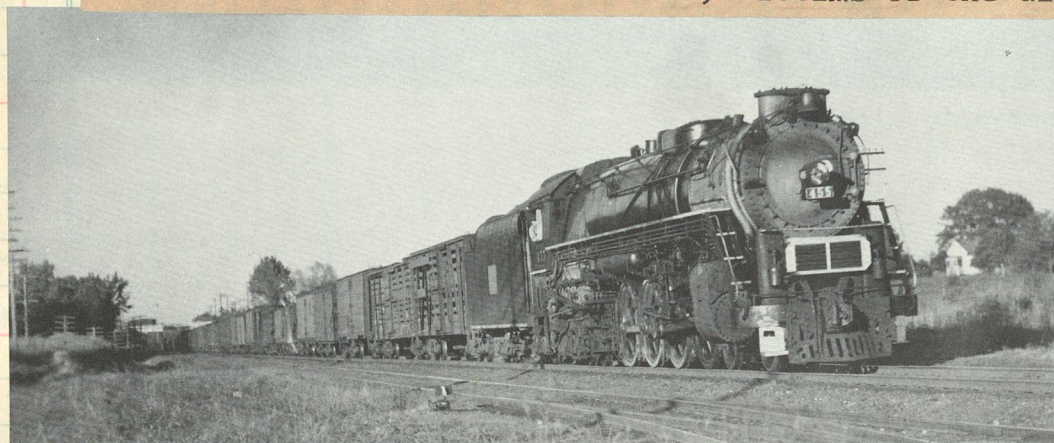
Eastbound timecard tonnage,
Trn #34, being wheeled over
the Macon Division near
Bolingbroke, Ga by the 481
and 776

Clos. No. Sold Amount

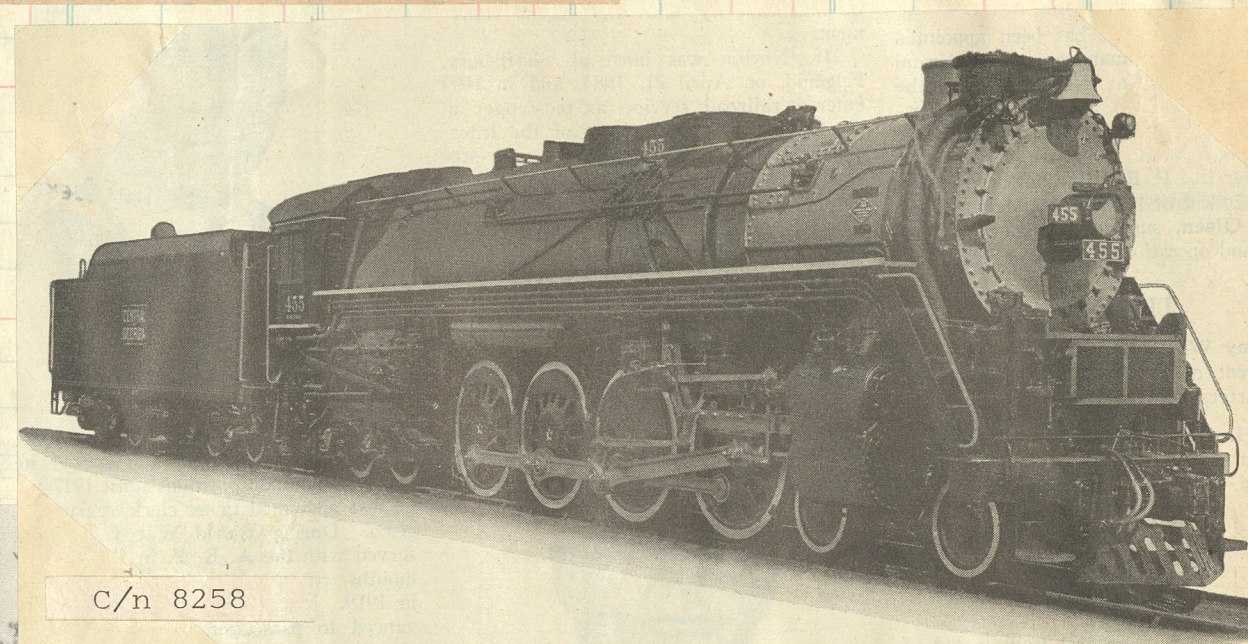
ount Clos. No. Sold Amount



The first steam on the C of G was delivered in 1839. 104 years later the final engines to be received was eight elegant 4-8-4's from LIMA in 1943 noed 451-458. All had been retired by 1953, victims of the diesel epidemic.



Departing Macon



C/n 8258

THE SEMINOLE EQUIPMENT—Daily

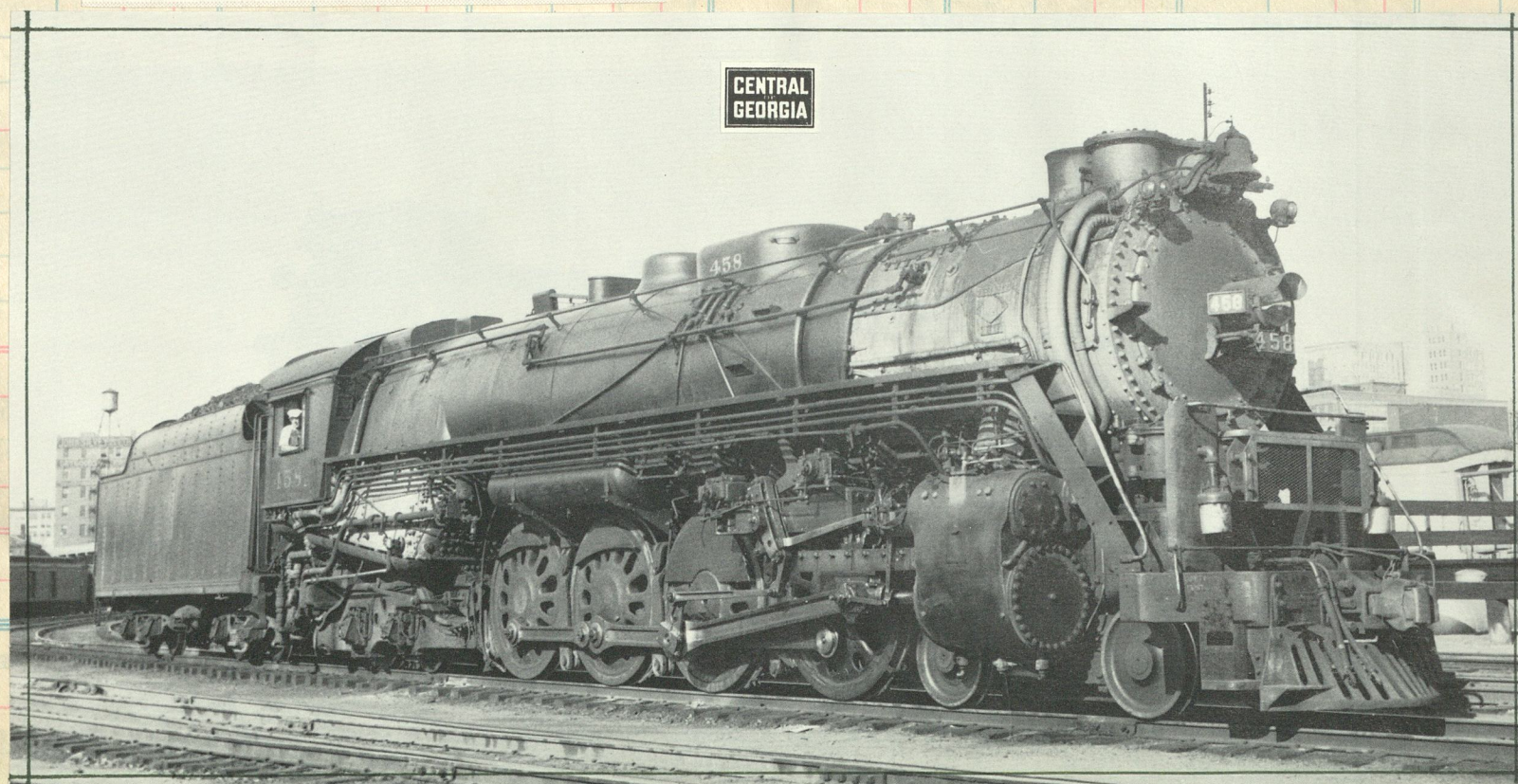
DeLuxe Coaches..... Through between Chicago and Jacksonville.
Dining Car..... Serving all meals enroute.
Sleeping Car..... Between Chicago and Jacksonville (8 Sections, 2 Compt., 1 Drawing Room).
Sleeping Car..... Between St. Louis and Jacksonville. (12 Sec., 1 Drawing Room).
Sleeping Car. (Chicago-St. Petersburg-Sarasota (via Albany and Jacksonville) (8 Sec., 2 Compt., 1 Drawing Room) (Alternates to Sarasota and St. Petersburg every other day)
Observation Car..... Between Chicago and Savannah. (10 Sections).



Train #9 near Weems

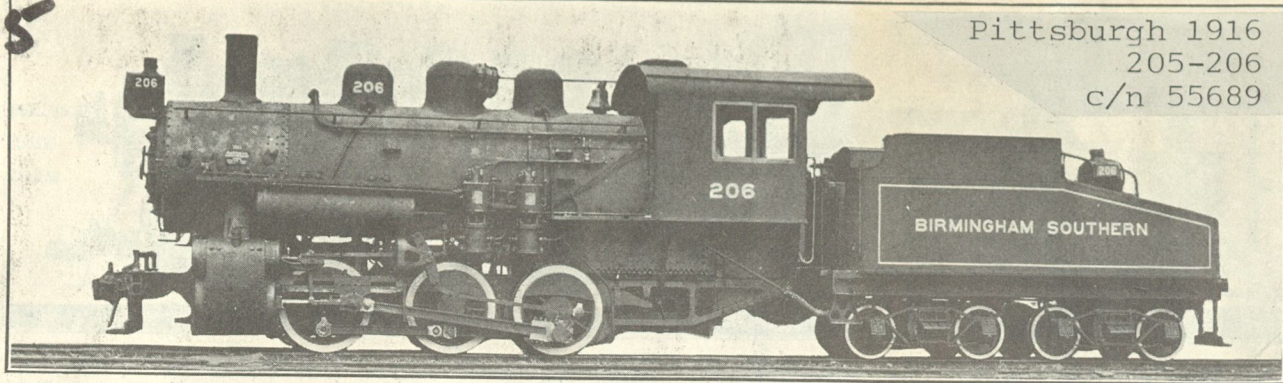


The 458 gallops past Barnsville, Ga.



LIMA c/n 8261, the last engine on the C of G roster

185



Pittsburgh 1916
205-206
c/n 55689

Fig. 33—Six-Wheel (0-6-0) Locomotive for Switching Service. Built for Birmingham Southern by the American Locomotive Company.

Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes	1,365 sq. ft.
Cylinders	22 in. x 26 in.	Heating Surface, Firebox	176 sq. ft.
Steam Pressure	185 lbs.	Heating Surface, Total	1,541 sq. ft.
Diam. of Drivers	32 in.	Heating Surface, Superheater	297 sq. ft.
Tractive Effort	38,100 lbs.	Grate Area	30.2 sq. ft.
Rigid Wheel Base	11 ft.	Weight on Drivers	165,500 lb.
Total Wheel Base	11 ft.	Fuel	Soft coal

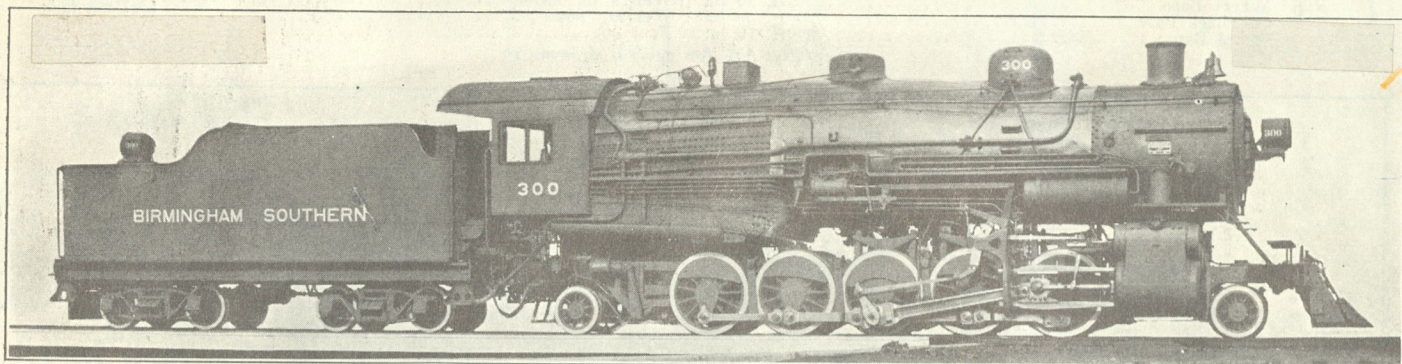


Fig. 95—Santa Fe (2-10-2) Locomotive for Freight Service. Built for Birmingham Southern by the American Locomotive Company.

Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes	4,173 sq. ft.
Cylinders	28 in. x 32 in.	Heating Surface, Firebox	325 sq. ft.
Steam Pressure	190 lbs.	Heating Surface, Total	4,498 sq. ft.
Diam. of Drivers	57 in.	Heating Surface, Superheater	1,007 sq. ft.
Tractive Effort	71,200 lbs.	Grate Area	80.2 sq. ft.
Rigid Wheel Base	20 ft.	Weight on Drivers	292,000 lbs.
Driving Wheel Base	20 ft.	Weight, Total	345,000 lbs.
Total Wheel Base	37 ft. 3 in.	Fuel	Soft coal

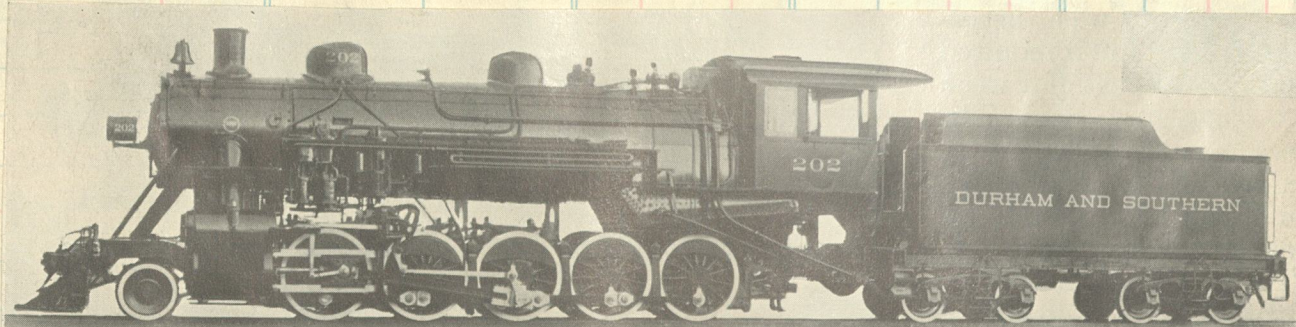
Two of the nineteen engines on the thirty mile Birmingham Southern in 1927. The 2-10-2 noed 300-303 Schenectady 1917 c/n 57517



Blt 1928
c/n 60341

Tr. force, 49,000 lb.
Wt., engine, 214,300 lb.
Wt., drivers, 189,300 lb.
Cyls., 24 in. by 28 in.
Drivers, 56 in.
Pressure, 200 lb.
Evap. h. s., 2,343 sq. ft.
Superheater, 553 sq. ft.
Grate, 54.3 sq. ft.

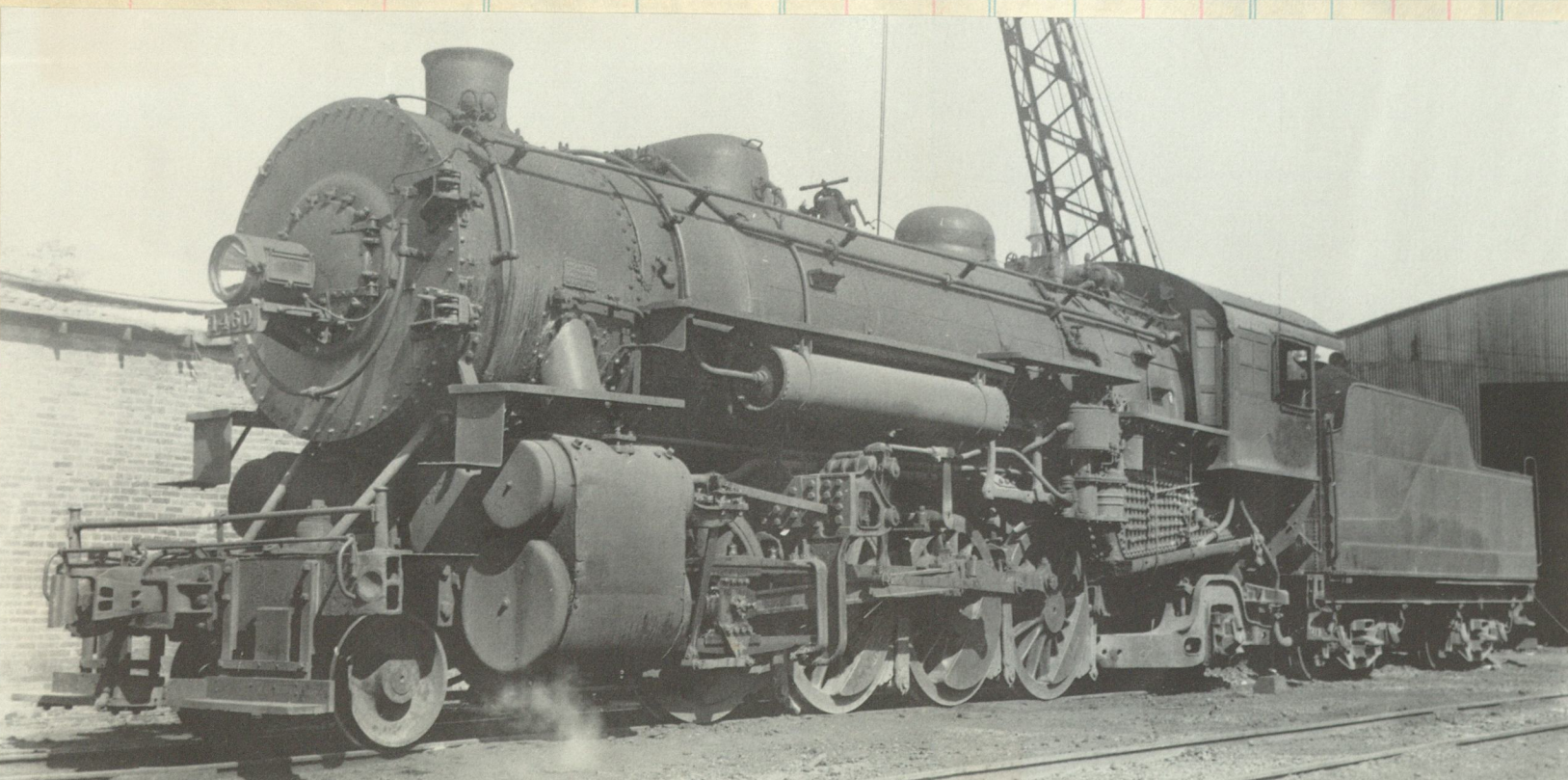
Alabama, Tennessee & Northern 2-10-0 Type Locomotive Built by The Baldwin Locomotive Works



c/n 61749

Decapod Type Locomotive Recently Built by The Baldwin Locomotive Works for the Durham & Southern Railway Company			
Track gauge	4' 8 1/2"	Heating surface	2,343 sq. ft.
Cylinders	24" x 28"	Superheating surface	553 sq. ft.
Steam pressure	190 lb.	Grate area	54.3 sq. ft.
Drivers, diam.	56"	Fuel	Soft Coal
		Weight on drivers	190,000 lb.
		Weight, total engine	212,000 lb.
		Weight, total engine and tender	353,500 lb.
		Tractive force	46,512 lb

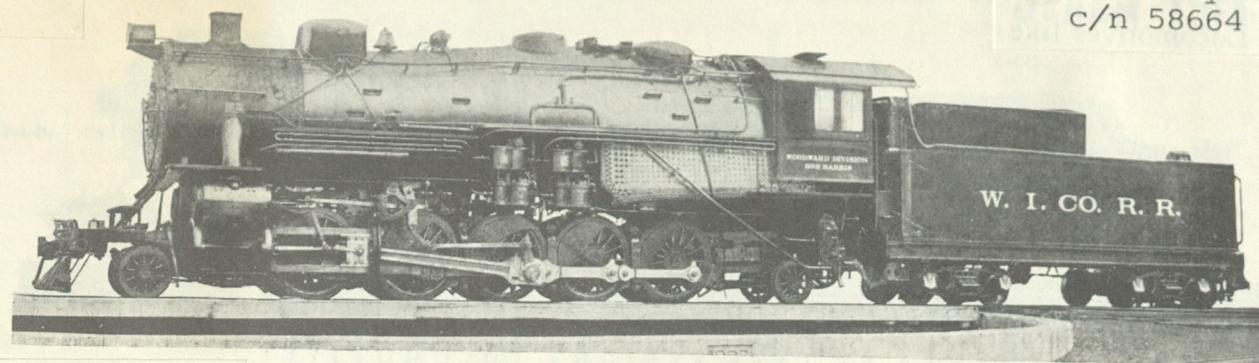
Only engine blt at Eddystone for U S carrier in 1933



And still another former New York Central Mike. The #1460, one of two obtained by the High Point, Thomasville & Denton in 1937. Blt by LIMA 1916 as N.Y.C. #3960 c/n 5242, renoed 1460 in 1936.

WOODWARD IRON COMPANY

Schenectady 1918
c/n 58664



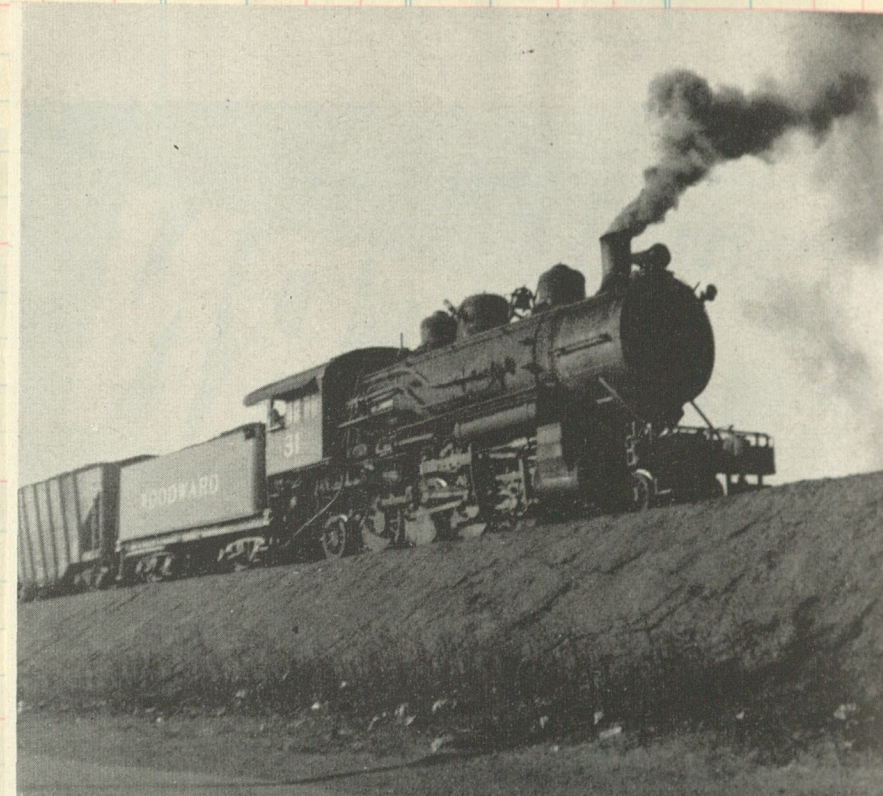
"Bob Harris"
#33

SANTA FE TYPE FREIGHT LOCOMOTIVE

1 Locomotive like the above is being fired by a Duplex Stoker

Cylinders	31 x 32 in.
Driving wheels, diameter	63 in.
Steam pressure	200 lbs.
Boiler diameter	90 1/2 in.
Tubes, length	18 ft.
" number	60—5 3/8 in.
" "	371—2 in.
Heating surface, tubes	3,480 sq. ft.
" " arch tubes	46 sq. ft.
" " fire box	806 sq. ft.
" " total	5,342 sq. ft.
" " superheater	1,328 sq. ft.
Fire box	160 1/8 x 108 1/4 in.

Grate area	95 sq. ft.
Wheel base, driving	22 ft.—6 in.
" " engine	40 ft.—3 in.
" " and tender	73 ft.—3 in.
Weight, leading	34,500 lbs.
" driving	338,000 lbs.
" trailing	31,500 lbs.
" engine	404,000 lbs.
" tender	194,500 lbs.
Tender capacity, water	10,000 gals.
" " coal	15 tons
Maximum tractive power	83,000 lbs.
Factor of adhesion	4.07



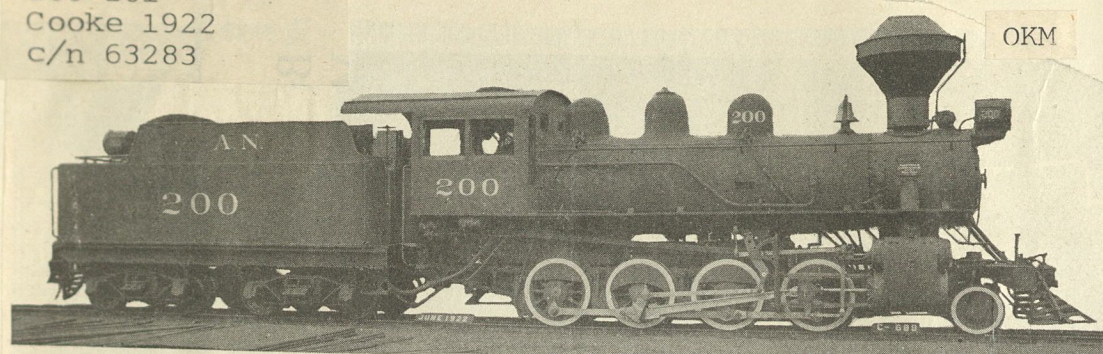
Michael J. Morgan

STEAM STILL SURVIVES at the steel mills down in otherwise dieselized Alabama. Slide-valve Mikado No. 31 belongs to the Woodward Iron Company of Birmingham and is one of seven steam engines engaged in industrial switching for the firm. Baldwin built the 2-8-2 in 1912. Six other companies in the Birmingham area still operate a total of approximately 20 steam engines.



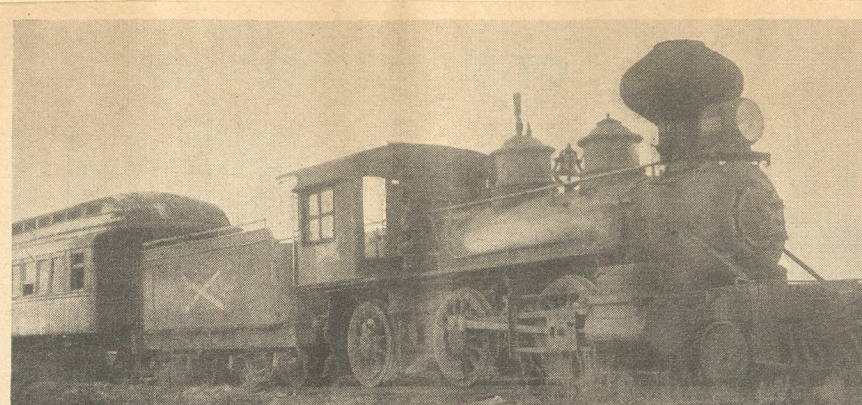
After Sherman left town things were a mess in Atlanta. This is all that remains of the Georgia RR enginehouse. On the turntable is the "O A Bull", A. & W.P. #10 blt by Baldwin 1859 c/n 856. In the foreground is the "Telegraph" blt in 1855 by Rogers c/n 618.

200-201
Cooke 1922
c/n 63283



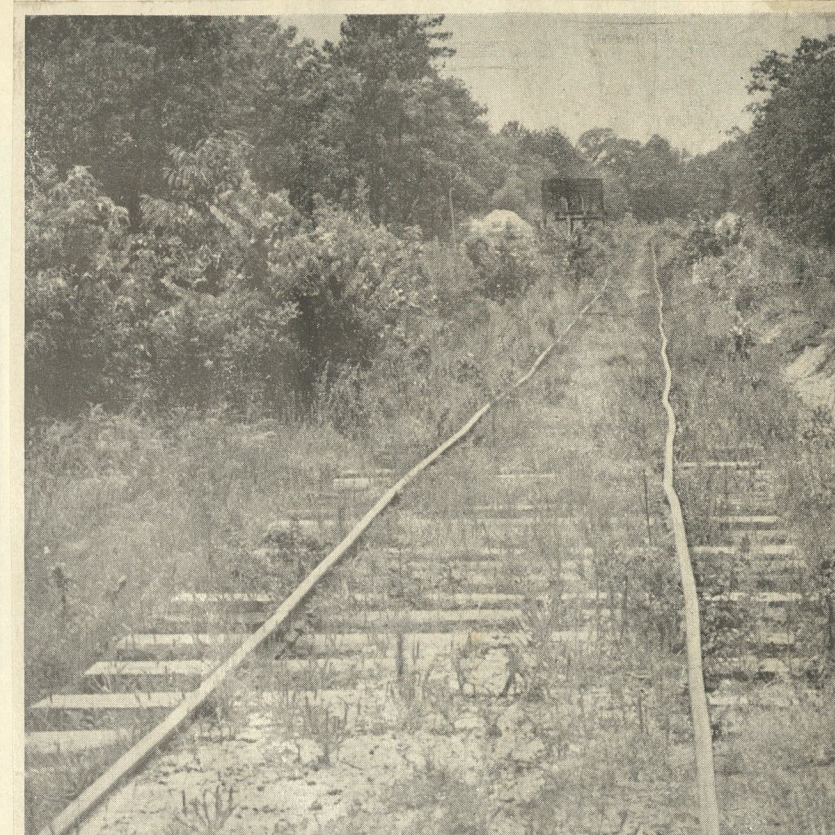
Consolidation Type Locomotive (wood burner) Appalacheola Northern Railroad Company.

OKM



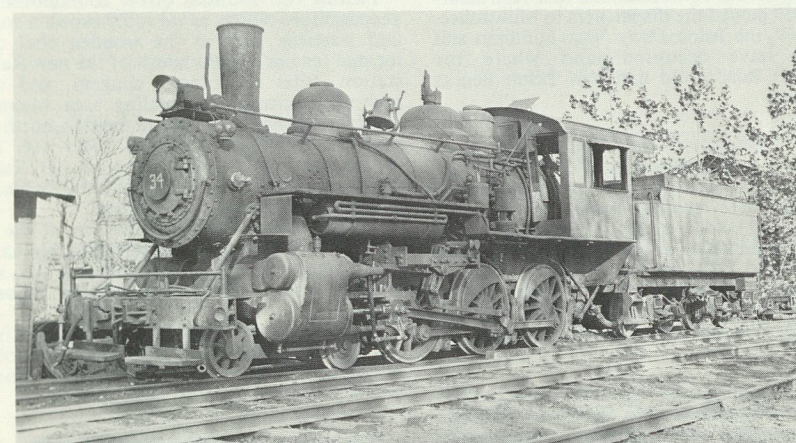
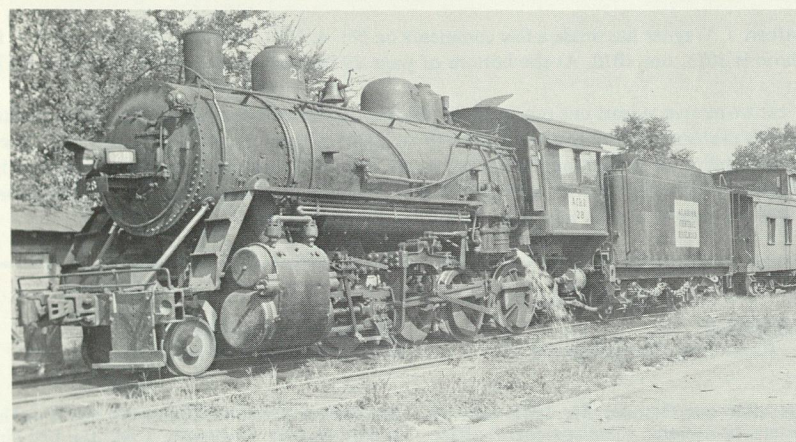
J. B. Allen

ENGINE STILL FLIES THE COLORS
This locomotive was in use by the Jackson Lumber Company, Lockhart, Ala., in 1937. Note on cab and tank the Confederate flag with "Stars and Bars" and the "Dixie Line." This was Baldwin built in 1873 and is said to be one of the oldest engines in active service.



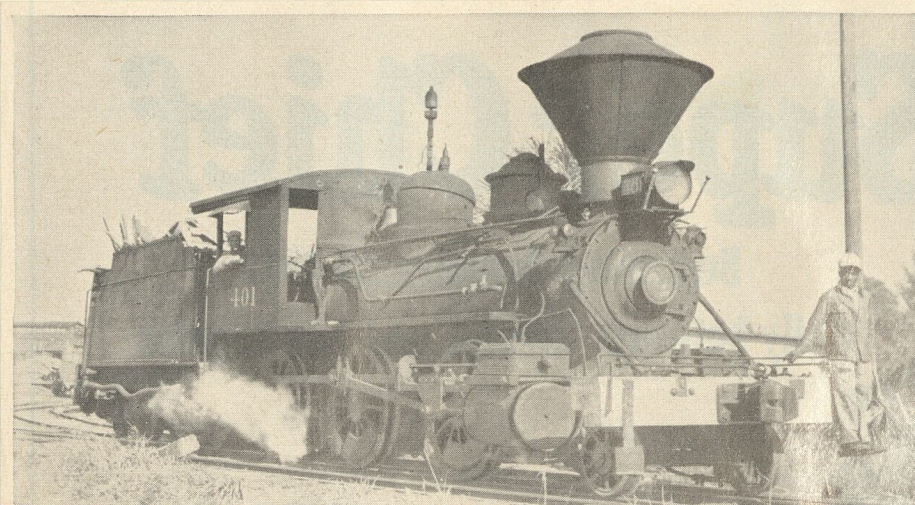
"You should have seen it before we straightened it out," said the road-master of the 11-mile Moore Central Railway, a North Carolina short line.

Alabama Central Railroad



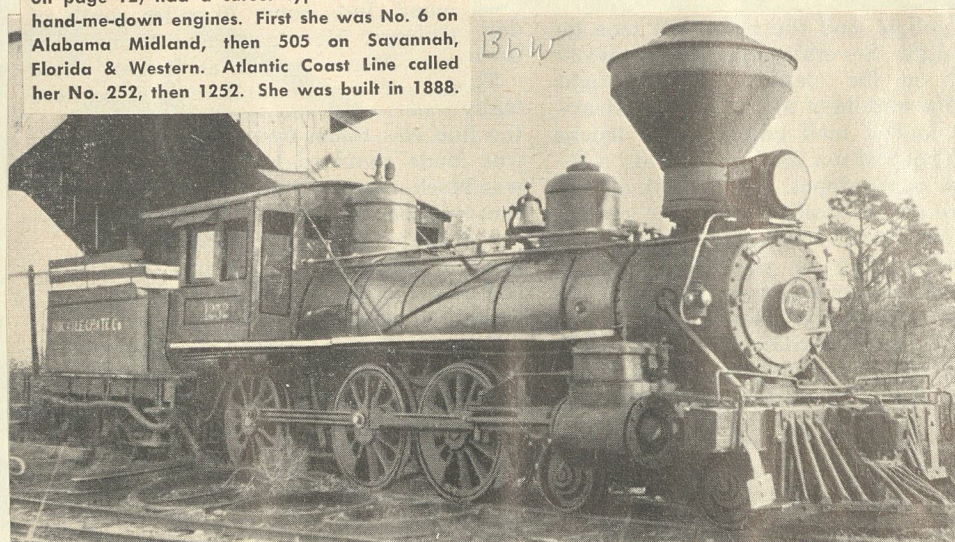
NRHS Collection

The Alabama Central Railroad was chartered on May 19, 1906 under the laws of Alabama as a standard gauge line to operate ten miles of 75-pound rail between Jasper (approximately 42 miles northwest of Birmingham) and Manchester, Ala. While the road was primarily built for freight it carried over 7,000 passengers annually as late as 1914. During its career the AC usually rostered just one or two locomotives and a caboose. The line was similar in name and size to the Alabama Central Railway but that road was eventually controlled by the Mobile & Ohio. AC's headquarters were at Jasper where it connected with the Southern Railway, Illinois Central and the Frisco. By 1960 the road reported owning two 2-8-0's and was by then affiliated with the Marigold Coal Mining Company. When its fortunes played out AC received permission to abandon and all operations were discontinued on May 28, 1961. AC No. 28 was photographed at Jasper, Ala. in August 1955. The 1903 Alco was ex-P&LE, ex-NYO&W, ex-Chattahoochee Valley, ex-IC before coming to the AC. Below, AC No. 34, an ancient Baldwin 4-6-0, awaits the call at Jasper, Ala.



Ten years ago No. 401 (above and at left below) was owned by the Manatee Crate Company, near Bradenton, Fla. Her history is hard to trace, but she previously had hauled log trains over a line between Manatee and Arcadia. No. 1252, at right below, is a Ten-Wheeler that saw common-carrier service on the old Plant-System and later on the Atlantic Coast Line. 1252 is her old ACL number.

Manatee Crate Company No. 1252 (also pictured on page 12) had a career typical of Florida's hand-me-down engines. First she was No. 6 on Alabama Midland, then 505 on Savannah, Florida & Western. Atlantic Coast Line called her No. 252, then 1252. She was built in 1888.



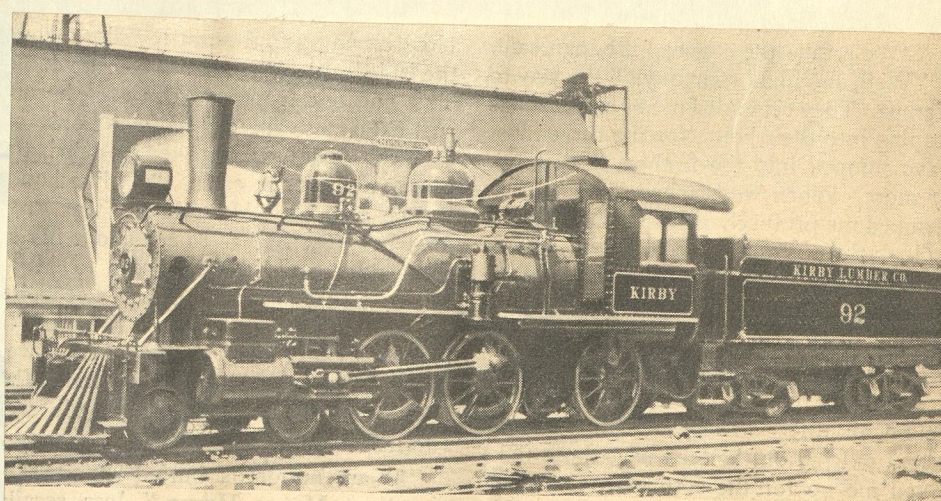
BHW



Ex FEC 113 To USSC
1933

Now IN SERVICE ON
GOLD COAST R.R.

US Sugar Co Sugar Cane Train. SEHEN 1913



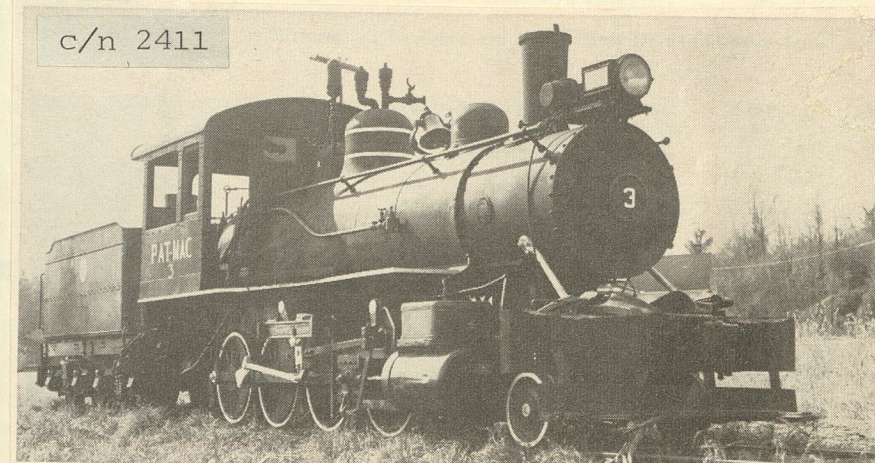
Baldwin 1919
c/n 52722

Courtesy Georgia Car & Locomotive Company
NEAT little Ten-wheeler above was Midland Railway's 103 until 1924. Jesse Davis delivered her to the Kirby Lumber Company's logging line between Albany, Ga., and Tampa, Fla.



Three 0-6-0's, 20-22, were delivered to the Public Belt [New Orleans] by Baldwin in 1912--#20 c/n 54413

c/n 2411

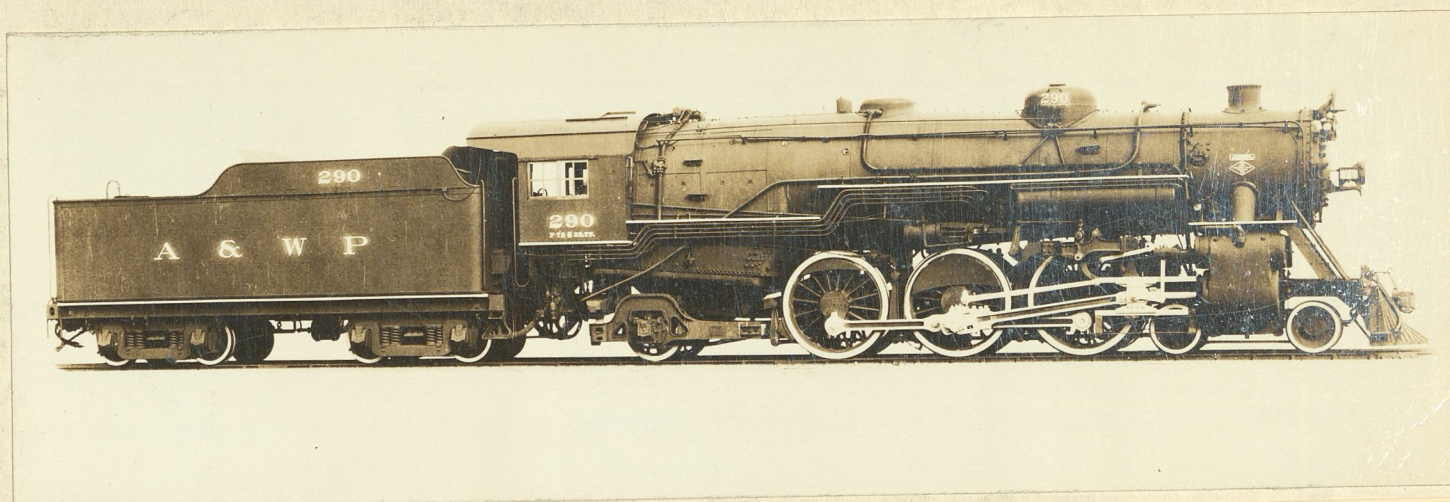


William J. Husa Jr.

SLIDE-VALVE 2-8-0 of Patterson-McInnis Lumber (Vulcan 1915) is out of work since cypress mill closed at Gulf Hammock, Fla., may soon be displayed in park on U. S. 19.



A reminder of the 'good ol' days', the immaculate #148 makes an impressive scene charging thru Waldwick Curve on the Erie main line September 22, 1975



Atlanta & West Point #290 was built by LIMA in 1926 [c/n 7008] to the traditional U.S.R.A. light Pacific design. Due to devoted preservationist she has been restored to active status.



Perhaps the smallest standard gauge 4-6-2 ever built. Constructed by Baldwin (c/n 37303) in 1911 and is shown here in October of 1991 with a tourist train at Pleasant Lake in northern Indiana

F. Ray McKnight
8835 S.W. Hazelvern Way
Portland, OR 97223

Please store in a
flat position

